

# Triumphs at Taupo 2018 Supplementary Regulations

## Saturday 26<sup>th</sup> May 2018

### 1. JURISDICTION

This is a multi permitted event promoted by the Wellington Triumph Sports Car Club (Inc) at Bruce McLaren Motorsport Park, Track 3 (in Taupo). It includes the following three types of event:

1. ClubSport Basic – Single Car Sprints
2. ClubSport Advanced – Dual Car Sprints
3. National Race Meeting – Clubmans

The Meeting will be held under these Supplementary Regulations, the MotorSport New Zealand (MSNZ) National Sporting Code and its Appendices and Schedules particularly:

- Appendix Four, Schedule Z being the Standing Regulations for all Race Meetings
- Appendix Five, Schedule C, ClubSport
- Appendix Two, Schedules A and AA – Driver and Vehicle Safety Requirements.

The MSNZ Permit Numbers are:

ClubSport Basic (Single Car Sprints):	170252
ClubSport Advanced (Dual Car Sprints):	170251
Clubmans Racing:	170249

### 2. MAJOR OFFICIALS

#### Officials of the Meeting

Clerk of the Course:	Eion Smoothy
Assistant Clerk of the Course (ClubSport):	Alan Hyndman
Secretary of the Meeting:	Alan Hyndman - tel (04) 567-7568 (hm) or (027) 232-2523
Chief Scrutineer:	Eion Smoothy
Chief Safety Officer	Eion Smoothy
Motorsport NZ Steward	tba
Medical:	Michelle White

### 3. VENUE

Bruce McLaren Motorsport Park, Track 3 - 1.3km track, Taupo. Entry is via the Centennial Drive Gate.

### 4. EVENT FORMAT

#### 4.1 Practice

Practice will take the form of a three lap single file tour around the circuit with no standing start, no overtaking anywhere and no lap times recorded. Practice is voluntary. There will be only one Practice run held.

#### 4.2 Laps

Single and Dual Car Sprints will consist of a *minimum* of three laps from a standing start and will be preceded by a warm up lap. Races will be run over 6 laps or at the organiser's discretion. Gridding will be explained at the Drivers Briefing.

#### 4.3 Grids for Sprints

All competitors are to line up on the dummy grid in the trackside pits unless work is to be performed on their cars. Any work done on a car must be performed at the competitor's pit. The dummy grid will be split into three rows: the right hand side row (nearest the trees) will be solely for single sprint competitors; the centre and left row for dual car sprint competitors. The dummy grid for race competitor will be explained at the Drivers Briefing.

#### 4.4 Format for Sprints

The fastest car (or pair of cars) will be gridded first, with the slowest car (or pair of cars) gridded last. When so directed by the chief grid marshal, competitors will exit the pits and commence a full lap. This lap will be considered the warm up lap. At the end of the warm up lap the first car (for single car sprints) or first pair of cars (for dual car sprints) will stop on the start line. The next car / pair of cars will stop on the next row back, as marked on the track surface, and so on. The first car/pair of cars will begin the sprint once the start flag has dropped. At this point the next car/pair of cars will move up to the start line and stop, while waiting for the start flag to be raised and dropped again, at which point their sprint has begun. The next car/pair of cars will then move up to the start line and so on.

After the set number of laps, the chequered flag will be shown at the finish line. Competitors are to do a half lap, pulling into the pits after exiting the hairpin.

It is expected that each competitor will get **five** official sprints. Only the first three laps of each of the **five** official sprints will be considered in the final results. Any subsequent sprints will not be considered in the final results. Results will be based on total three lap times, not track position at the end of a sprint.

It is the responsibility of drivers in the dual car sprints to pair up with another driver doing similar lap times, before entering the track for each sprint. Competitors may pair up with a different driver between sprints.

#### 4.5 Competition numbers

Drivers competing in the single car sprints will use the number range 01 to 30. All other drivers competing will use numbers in the range 31 to 999. If you are unable to provide your own competition numbers to meet the requirements of Schedules A or AA, competition numbers can be purchased for \$1 per digit at documentation – you'll need your own adhesive tape though! Numbers are to be displayed on both sides of the car and on the top left hand side of the windscreen (when viewed from inside the car) at all times. For drivers with their own numbers, (2 or 3 digit) please clear this with the Secretary of the Meeting prior to the meeting. If there are different drivers wishing to use the same number, we will allocate those numbers on a first in first served basis.

#### 4.6 Flags

Flag signals as in Appendix Four – Schedule Z of the current MotorSport Manual will apply except for: a) the use of a slippery surface flag (yellow and red) which will be replaced with the yellow (caution) flag and; b) the red flag (when shown) will signal cars to return to the pits, not the start/finish line.

#### 4.7 Lunch

During the lunch break, helpers/volunteers will be given the opportunity to drive around the circuit in single file behind a lead car, under controlled conditions. There will be no overtaking during this time.

#### 4.8 Other

At the start and end of the day, separate from the sprint events, a tour by a group of car numbering less than 20 will occur under

controlled conditions. Those cars will keep within speeds less than 100kph and will return to the pit lane after completing three laps.

## **5 COMPETITOR REQUIREMENTS & UNDERSTANDING:**

### **5.1 Licence Requirements**

Racing: The driver must hold a minimum of a C1 grade licence and be a financial member of a MSNZ club.

Dual Car Sprints: The driver must hold a minimum of an M grade licence and be a financial member of a MSNZ club.

Single Car Sprints: No licence is required to compete, but the driver must be a financial member of a MSNZ club.

### **5.2 Drivers Briefing**

The Drivers Briefing will be conducted at 9.05a.m. All competitors are required to attend briefing as a roll call may be taken.

### **5.3 New Drivers**

Any driver(s) who have not previously competed at the circuit must indicate the fact on the entry form and attend the New Competitors Briefing session. This briefing will be immediately after the main briefing.

### **5.4 Competitor understanding**

In signing the entry forms competitors/drivers are deemed to fully understand the MotorSport New Zealand National Sporting Code and its relevant Appendices and Schedules.

In particular:

- The National Sporting Code Articles pertaining to protests and competitors obligations, and
- Schedule Z Racing
- Schedule C ClubSport
- Schedule A Safety and Schedule AA Safety

## **6. DOCUMENTATION & SCRUTINEERING AUDIT INSPECTION**

Scrutineering will be to Schedule A or Schedule AA in the current NZ MotorSport Manual. Scrutineering and Documentation will be held from 4.30pm to 6pm on the side of the road outside 110 Horomatangi Street, Taupo on Friday 25<sup>th</sup> May 2018 and from 8.00am to 9.35am at the Bruce McLaren MotorSport Park, Taupo on Saturday 26<sup>th</sup> May. Cars will only be scrutineered after 9.35am at the discretion of the Clerk of the Course, **and** on the payment of a penalty fee of \$100. **Do not plan your arrival for after 9.35am (especially as the Drivers Briefing is at 9.05am!).** Please present your current MSNZ membership card, Current MSNZ licence (M Grade for dual sprints or C1 or C2 Grade (or higher) for races) and your logbook (if you have one).

## **7. POSTPONEMENT CANCELLATION ABANDONMENT & ORGANISERS' RIGHTS:**

The event will run regardless of entry numbers. There is no chance of cancellation or postponement. For reasons of Force Majeure should the meeting or part thereof be cancelled any entry fee refund will be made only at the discretion of the organisers.

## **8. TIMING AND RESULTS**

Timing will be done with stopwatches, or calendars as appropriate. Results will be posted at the Taupo Car Club clubrooms as soon as possible after each sprint/race, with full results posted to competitors as soon as practical.

For racers, a maximum of 2 racing groups will be formed, based on lap times. Results will be on a lap score process. No formal prize or results will apply. Race lengths will be decided after entries have been received.

## **9. PRIZE GIVING**

The prizegiving/dinner time and venue will be announced at Drivers Briefing.

## **10. ENTRY CLOSING DATES, ENTRY FEES & ACCEPTANCE OF ENTRY:**

### **10.1 Entry Opening and Closing Dates**

Entries open with the publication of these regulations. Closing date at normal fees is 25<sup>th</sup> May 2018. Entries after this are subject to late fee as listed in 10.2. We appreciate early entries!

### **10.2 Entry Fees**

**Entry fees are as follows prior to 6pm, 25<sup>th</sup> May 2018.**

Sprints only	\$110.00
Racing and Sprints	\$190.00

**Entries after 6pm, 25<sup>th</sup> May 2018 and up to 9am on 26<sup>th</sup> May 2018.**

Sprints only	\$210.00
Racing and Sprints	\$290.00

There is a **maximum** of 30 racing competitors and 40 sprint competitors allowed for at this event.

Payment can be by Direct Credit to our BNZ account **02-0536-0052466-00 (Wellington Triumph)**. **Please include your name and "Taupo" on the payment.** Cheques can be made out to Wellington Triumph Sports Car Club (or WTSCC).

### **10.3 Acceptance of Entry**

There is no official acceptance of entry. Any competitor(s) that meets the requirements of these regulations and entered prior to close of entry is deemed to be entered.

Note that road registered convertible cars with a current warrant of fitness running in the single car sprints may run without roll protection, or with factory fitted roll protection, or MotorSport New Zealand homologated roll protection. Convertible cars running in the dual car sprints and races must have MotorSport New Zealand homologated roll protection.

**When mailing your entry in, please ensure it is posted no later than mid day on  
Friday 18<sup>th</sup> May 2018.**