



NaZCAR 24 – Rules & Regulations (as at November 2020)

1.0 GENERAL

- 1.1 **WARNING:** Motor Racing is exceedingly taxing, both physically and mentally. When driving a racecar, you'll be exposed to extreme (both high and low) temperatures; dense smoke and fumes; intense shocks and vibration; very loud noises; and a variety of other unusual, exhausting, confusing and stressful conditions. **EVEN IF YOU THINK YOU'RE IN EXCELLENT HEALTH, TELL YOUR DOCTOR WHAT YOU'RE PLANNING TO DO; GET A FULL PRE-COMPETITION PHYSICAL EXAM BEFORE YOU START MOTOR RACING; AND ESTABLISH A REGULAR SCHEDULE FOR RE-TESTS!**
- 1.2 **Organizers' Decisions:** Are final. If you don't like it; tough! Get your own race.
- 1.3 **Unsafe Vehicles and/or Drivers:** At Organizers' discretion, any unsafe car or driver may be removed from the event at any time.
- 1.4 **Refunds, Entry-Fee Transfers, and Compensation for Loss:** There are none. Forget it. It ain't gonna happen. You get zip. Squat. Nada. Can't get your act together? Tough nuts. T-boned on Lap One? Listen to the crickets! Abducted by aliens? Boo-hoo. "BUT" if you stumble and can't get it together, the cut off is 30 days prior to the race date where you can get 100% refund of driver fees.
- 1.5 **Prizes and Penalties:** are assigned (pulled from our various orifices) starting at scrutineering and throughout the event, based on the judges' best guesses. Post-assignment whining can get you a whole lot of grief from the Technical team – as determined by a super-secret equation including vehicle age, general hooptieness, reliability of country of origin, unlikelihood of success, and the Organizers' whim. Generally, prizes/penalties are proportionate to the merit/moron scale!
- 1.6 **Your Car May Be REJECTED** at any time during the event (whether at scrutineering or during the race): This is fair racing. If you think you can play us for fools, think again – we've seen every trick in the book! If rejected, you lose everything – no refunds.
- 1.7 **Formats of events:** Various formats have been created including "continuous 24 hour", "3-day 24 hour", "12 hour", "8 hour", "6 hour" and shorter format endurance events. To ensure competitor safety, venue specific rules and minimum numbers of drivers vary accordingly with each format.
- 1.8 **Right of Publicity:** You and your motley crew may be photographed, video'd and recorded – these snippets may be reproduced and re-used whenever and wherever the heck the Organizers like (including but not limited to television, internet, magazines, radio, biblical apocrypha, CinemaScope epics, and cave paintings) but you won't get a penny.
- 1.9 **No Cruisin' or Stuntin' or Splodin':** All motorized vehicles entering the venue must adhere to the venue's traffic management rules, particularly with regards to speed and safety. No unauthorized firearms or fireworks may be used on track property during the event.
- 1.10 **No unauthorized Drones or Other Aircraft:** Sorry, the insurance people insist – no (intentionally) flying machines allowed onsite.
- 1.11 **VENUE RULES:** Each venue has its own set of Rules & Regulations which must be obeyed at all times.

2.0 ELIGIBILITY

- 2.1 **Vehicle Eligibility - PRICE:** AS AT NOVEMBER 2020, there are 2 categories: 'Cup' and 'Challenge'.
 - A **NaZCAR CUP** competitor is a vehicle true to the spirit of NaZCAR with an initial investment (excluding safety items, cage etc) that should not exceed \$999.00
 - A **NaZCAR CHALLENGE** competitor is a vehicle which may exceed the \$999 limit, or be deemed to be 'a bit better than a CUP car', but must not exceed \$5,000 (excluding safety items) and must not exceed the 'speed' threshold set by organisers at each venue/track.

For both categories, there is no limit on value of 'safety items'. If you want to drive a bath-tub, toilet seat or hovercraft, up to you – just make sure it's SAFE and complies with all safety standards specified in this document.

- 2.2 **Classification:** During the scrutineering process, cars will be classified as either Cup or Challenge competitors. There could be a number of determining factors – a Challenge car could cost a bit more than a Cup Car or is deemed to be a bit quicker than the average Cup car (but don't bring a Supercar, you moron)! Or maybe the team just hasn't made enough of an effort to theme their car/themselves? To ensure a safe speed differential, a 'fastest lap' will be announced before the start of each event, which should not be exceeded by ANY competitor – penalties may apply to "speedsters"!
- 2.3 **The FUN aspect:** NaZCAR 24 exists so that competitors can have fun, while doing something they love – if you take things too seriously, or you're REALLY serious about "racing" then go join another series! This is endurance motorsport with comic relief, and to ensure series longevity we need to keep it FUN, CHEAP and SAFE...

This is an example of a **NaZCAR CUP** car (cheap and cheerful) - and beautifully themed team!



This is an example of a **NaZCAR CHALLENGE** Car (added cheaty go-fast parts) – saved by great theme!



- 2.4 **Safety Equipment:** the equipment described in Section 3 DOES NOT count toward car's value. "Safety" refers to things that can save the driver – not things that can save the car. The following are considered safety-related and therefore exempt from the spending limit: Wheels, tyres, wheel bearings, ball-joints, and brake components, exhaust systems downstream of the header/exhaust manifold (NOTE: Turbos/related components are NOT exempt from the limit – nice try). Windshields and wipers, driver comfort & information (steering wheel, shifter, gauges, pedals, cool suits, vents, heaters, radio, etc), better fuel hoses/fittings/filters and related mounts, all fuel-system components upstream of the fuel pump (including tanks/cells, mounts, fillers, vents, etc). NOTE: Fuel pumps, carburetors, injection pumps, computers and individual injectors are exempt from the spend limit.
- 2.5 **Vehicle Registration:** on-road registration of your crapper is NOT required, but if you're brave enough to DRIVE it to the track and expect to drive it home again after the event... GOOD LUCK!
- 2.6 **Driver Eligibility:** All drivers must be 16 years of age or over (unless authorized by the Organiser), have a valid Civil New Zealand or International driver's license and a valid race license (check specific event for specific license type required).
- 2.7 **Passengers:** are allowed during scheduled "low-speed practice under yellow" times only, not during the actual race/s. Registered Crew members are automatically eligible, however any non-registered passengers (including Media) are required to complete and sign a "passenger only" indemnity form.
- 2.8 **Tyre Eligibility:** Any road legal tyre (DOT-rated or E-mark certified). No slick RACING TYRES or 'for competition only' (including 'wets') are allowed.
- 2.9 **Whiner Eligibility:** Whiners are not allowed to compete. If you believe that you might be a whiner, please check with a domestic partner, guardian, or health-care professional before getting the rest of your team kicked the hell out of the race. Don't forget... WE make the final decisions...
- 2.10 **To be eligible for 24 Hour CONTINUOUS events** (where cars race at night/in the dark) drivers/teams must have competed in at least one previous 12hr or 24hr NaZCAR endurance event, and/or completed the night driver qualification standards, usually requiring daytime familiarization of specific tracks (contact the Organiser for further information).

3.0 SAFETY

3.1 SCRUTINEERING

- 3.1.1 **General SCRUTINEERING:** Vehicles must meet all safety standards laid out in this section and must pass scrutineering prior to each race. NOTE: This in no way certifies, represents or guarantees that your clunker is fit or safe to drive. Each team is solely responsible for determining its vehicle's safety, fitness to race and compliance with NaZCAR rules.
- 3.1.2 **Jack and Axle-stands:** Each team must bring at least one sturdy floor-jack, and at least two sturdy axle-stands to scrutineering. Each team is responsible for safely raising their car off the ground during the scrutineering process.
- 3.1.3 **Scrutineering and BS Factor:** To prevent (too much) cheating, all cars will be inspected by our Scrutineers and panel of BS Judges – at that time, all teams will be given an opportunity to describe their car's purchase and preparation. Scrutineers will sort each car into a Class (either "Cup" or "Challenge") depending on whether your car is a) truly a clunker or b) you are a bunch of cheaty-mac-cheat-faces!

If the BS Judges believe the spend limit has been exceeded (or for ANY other reason), they will assign a BS (BullSh*t) Factor which may result in Penalties – including lap deductions or physical/mental challenges! Entrants are strongly encouraged to bring pre-race-prep photographs, verifiable receipts, notarized testimonials, plus any and all other supporting evidence to BS Inspection – and it helps to bring BRIBES!



Appeal of BS decision: Get real. There's no appealing – you're snookered. Game over. But we CAN be bribed 😊

3.2 SAFETY APPAREL

- 3.2.1 Driver Helmets: Must be able to accept a Head and Neck Restraint Device.
- 3.2.2 Forward Neck restraint/Protection: A Head and Neck Restraint Device is mandatory. NO Foam neck braces!
- 3.2.3 Fire-Retardant Clothing: Minimum requirement is a 2-layer suit (or a single layer suit with approved fire-retardant undergarments, ankle to cuff). Race Gloves are mandatory: must meet FIA, SFI or ISO standard. Fully enclosed shoes are mandatory. If wearing any underwear or clothing articles (jocks, bras, T-shirts, etc) under a 2 or 3 layer suit, please ensure it is NON-flammable (cotton, wool-blend, etc).
- 3.2.4 Undergarments: must cover the entire body from wrist to ankle to neck. Fire-proof socks or shoes are mandatory (minimum of ONE of these items). All underwear must meet SFI, FIA or ISO standards. A balaclava is highly recommended, especially if you have long hair or a beard – this goes for women too!!
- 3.2.5 Arm Restraints: Arm restraints are required only when driving an open T-Top or convertible.

3.3 FUELING RULES

- 3.3.1 Fueling: All fueling must be handled in approved fuel containers. During fueling, the car must be turned off (kill-switch in the OFF position), no one can be in the car and NO other work may be done. Only three team members (total) may participate in fueling; all wearing the same safety gear as a driver – wearing a helmet during refueling is NOT mandatory (but highly recommended) but if you decide not to wear a helmet, you MUST wear a balaclava. Visors (if fitted) must be down, to cover faces, if possible. At least one team member must have a fire extinguisher in hand, ready to shoot, aimed at the fueler. Fueling must ONLY be performed in the designated refueling area - locations vary by track and are covered at the Drivers' Briefings. Participants are responsible for knowing all fueling rules and accepted locations.
- 3.3.2 Fuel Spills: All fueling must be done over a sturdy, fuel-compatible drip pan provided by the team. Fuel spills should be quickly diluted with water or Cold Fire. If you do spill, come to NaZCAR HQ or alert any track official ASAP. Most tracks have environmentally safe disposal stations onsite – ask track officials for locations.
- 3.3.3 Fuel Storage: All fuel must be stored in the designated refueling zone (venue dependent). Refueling is NOT allowed in the Pit Garages at any time – this keeps you and your crew (and your ham sandwiches) safe.
- 3.3.4 Bulk fuel: If using bulk fuel systems, your setup must be certified/approved, using fit-for-purpose hoses, fittings and hardware. All bulk-fuel systems will be scrutinized by NaZCAR 24 officials – NO DODGY fuel system will be allowed!

3.4 GENERAL VEHICLE REGULATIONS

- 3.4.1 General Structure: the vehicle must generally be safe, with any protrusions or loose items removed from interior, ensuring no part of the car (or theming) falls off on the track. All vehicles must be approved and scrutineered by NaZCAR Management before participating.
- 3.4.2 Doors: make sure your doors will not trap you in the event of a nasty incident. If you have built a 'creative' vehicle, please check with NaZCAR management before entering.

3.5 ROLLCAGE REGULATIONS

- 3.5.1 WE RECOMMEND GETTING A PROFESSIONAL CAGE FABRICATOR TO MAKE YOUR CAGE!! If you don't know what you're doing, the time you spend trying to save a dollar is pointless.
- 3.5.2 Cages must be well built, but DO NOT need to be "homologated" (unless you want to use the car for other events which require homologation). The minimum cage specification must be a "half-cage with side intrusion bar/s" but we highly recommend all cages be full 6-point minimum (it only costs a few hundred dollars more, you numb-skull)!
- 3.5.3 Roll-bar Padding: All roll cage tubing must be padded with high-density roll-bar padding, wherever a driver may contact the tube with head, shoulders, knees and toes... Now sing along!

3.6 VEHICLE INTERIOR REGULATIONS

3.6.1 Driver's Seat:

- 3.6.1.1 Driver's Seat Regs: Driver's seat-back must reach above middle of helmet or higher. Seat must be a One-piece, purpose-built racing seat with properly located, factory provided shoulder harness holes. Molded plastic seats of ABS or similar material are not allowed. All seats must be securely mounted to the floor or cage to avoid separation during a crash. All seat- backs must be restrained against rearward failure.
- 3.6.1.2 Seats with Seat-back Braces: Permanently attached seat-back braces are very strongly recommended but must always be appropriate to the seat type. A mismatched seat/seat-back brace combination can damage the seat or seriously injure the driver – confer with the seat's manufacturer to choose the correct brace. The plate where the seat-back brace meets the seat- back must be properly located to encompass the seat's main structural elements, and large enough not to push through the seat in a crash or otherwise concentrate loads on the driver (plates sold with many commercial braces are too small to meet this requirement, so you may need to add your own, larger, custom-shaped plate).
- 3.6.1.3 Seats Without back braces: If a seat-back brace is not used, a strong seat-width element such as a shoulder-harness bar must be located within six inches of the seat-back to prevent the seat from failing rearward.

- 3.6.1.4 Solid Mounting: All seats, including seats on adjustable tracks, must show minimal looseness and no back-and-forth free-play (we'll leave that to the swingers).
- 3.6.1.5 Seat and Headrest Strength: All seats must be strong enough to withstand major impacts from any angle. The headrest area must be strong enough not to bend in a heavy rear impact.
- 3.6.2 Driver's Harness: Five or Six-Point Harnesses Mandatory: NO 4 POINT HARNESSSES WILL BE ALLOWED (can include fifth or fifth/sixth "anti-submarine" belt). All harnesses must be in current certification, dated within five years of the race, and properly mounted. Shoulder harnesses must be two totally separate belts with separate mounting points (single-point Y-belts are not allowed). When viewed from above, shoulder harnesses should be closer at their mounting points than at their seat-entry points.
- 3.6.3 Onboard Fire Extinguisher: Fully charged Type A:B:E extinguisher, 1kg or larger, must be located in easy reach of driver and secured via a proper, purpose-made, DUAL CLAMP all-metal quick-release bracket. In other words, just go to the damn hardware store and buy a good mount; don't use the cheap plastic thingy that came with the bottle! No sheet-metal screws or self-tapping screws allowed in mounting.
- 3.6.4 Window Nets and Driver Egress: Window nets are not mandatory. While a window net can provide hand and arm protection in a rollover, it can also contribute to injury or death in a fire. If you do not use a Window Net, your side Windows must be up. If you do decide to use one, it is critical that all your drivers are well practiced at removing the net. It is also critical that they are well practiced at releasing belts, cooling tubes, radio wires, and any other attachments quickly. All drivers must be able to exit the car rapidly under potentially life-threatening conditions (we WILL test you on this).
- 3.6.5 IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICES EMERGENCY CAR ESCAPES BEFORE RACING!
- 3.6.6 Fix Sharp Edges: Sharp edges in any location, but especially in and around the cockpit, must be rolled, removed, or securely covered.
- 3.6.7 Fuel, Oil, and Coolant Lines in the Cockpit: Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by heavy-duty conduit, durable steel, aluminum pipe, or strong metal plate. OE metal lines in good condition in their original location are exempt from this rule, but encasement is still recommended.
- 3.6.8 No Airbags: All airbags must be disarmed and removed, and all airbag housings must be open for inspection at tech. Remember, airbag removal can be really dangerous, so please try not to blow your damn head off, fool. If you don't know what you're doing, call in an expert. Let him blow HIS damn fool head off!!
- 3.6.9 Cockpit De-Scuzzification: Anything loose in the cockpit can be a deadly missile in a crash, so remove or secure any loose items. Loose wiring can cause fires and interfere with the driver; remove or secure all wiring, hoses, and cables. Carpets, insulation, and plastics will burn quickly and release poisonous fumes, so strip as much of these out of the cockpit as practical.

3.7 ELECTRICAL & MECHANICAL REGULATIONS

- 3.7.1 Master Electrical Kill Switch: All cars must have a racing-type master electrical kill switch easily turned off by the belted-in driver. The control for this switch should be red; the OFF position should be clearly indicated. All electricity must be interrupted by the kill switch! (if you don't do that, the engine may still run off the alternator even after the battery circuit is disconnected).
- 3.7.2 General Battery: All batteries must be fully secured via proper, purpose-built battery brackets, frames, or factory body mounts. Zip ties, bungee cords, duct tape, macramé plant holders, and other lame workarounds won't cut it. Batteries located in, or visible from, the passenger compartment must be contained in a sealed battery box. Whether enclosed in a box or not, batteries must not rock, shift, or feel loose – they should feel like a solid part of the car.
- 3.7.3 Battery and Other Electrical Terminals: All "hot" terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal-covers and/or well-wrapped electrical tape are acceptable. Silver duct tape is NOT acceptable.

3.8 FUEL SYSTEM REGULATIONS

- 3.8.1 General Fuel System Regs: Fuel cells are not mandatory. However, your original fuel tank and systems may be replaced with a "fuel cell" if the original tank is unsafe (or too small).
- 3.8.2 Definition of "Fuel Cell": For NaZCAR, a fuel cell has all the following:

- a purpose-built metal container to house the cell
- a deformable, puncture-resistant inner vessel and/or bladder; and
- fuel-resistant anti-splash foam

Anything else is just a big bucket 'o' gas, despite what it's El Cheapo manufacturer may call it!

- 3.8.3 Fuel Cell Installation. The cell must be securely mounted in a professional manner and in a safe location, where it won't be damaged in an impact, or drag on the ground if the car leaves the track – in other words, not too far back, and not too low down. All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate vents, valves, and other safety features. Fuel-cell installations will be judged on their overall execution and apparent safety.
- 3.8.4 Fuel Cell Safety Structure: Fuel tanks/cells must not be unduly exposed to impacts. Tanks/cells that are very close to the edge of the car; and/or poorly protected by the OE structure; and/or very close to the ground; and/or otherwise highly exposed are extremely likely to fail scrutineering.

- 3.8.5 Fuel Cell Vent Lines: All non-OE fuel vent line(s) must end in a safe location that is lower than the bottom of the fuel cell. This helps prevent siphoning when you go upside-down and your cell's crappy check-valve fails.
- 3.8.6 Filler Hoses and Attachments: All non-OE filler systems must be constructed of real, professionally made, purpose-built wire (or nylon reinforced fuel-filler tubing), fasteners and attachments.
- 3.8.7 OE Tank Removal: If you fit a fuel cell, the OE fuel tank(s) must be removed from the car.
- 3.8.8 Fuel Bulkhead: The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk area, any openings between the trunk and the cockpit must be permanently sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear cabin floor are acceptable. If the fuel tank can't be completely separated from the cockpit by metal panels, a metal-encased, FIA-certified fuel cell, with all related compliant fittings, must be used.
- 3.8.9 Zero Tolerance for Fuel Leaks: Get your fuel system in good working order! If any staff member sees a fuel leak, you will be immediately black-flagged and sent to the tech shed. You will have **ONLY ONE CHANCE** to completely repair any fuel leak. If the staff member detects a second instance of leakage, regardless of cause, your car must be removed from the race until it is fully repaired. No exceptions. Do NOT pass GO! Do not collect \$200...
- 3.8.10 No Goofy Fuels: No methanol. No propane or other compressed fuels. Gasoline (up to 98 octane), mass-market gasoline blends, diesel, and vegetable oil are fine. Hybrids and full electrics may be accepted but contact us first before building.
- 3.9 EXHAUST SYSTEM REGULATIONS
- 3.9.1 General Exhaust System Regs: A factory-quality designed exhaust system is required. No performance modification systems allowed {except extractors and headers} **FUEL HEATING IS EXTREMELY DANGEROUS AND MUST BE AVOIDED AT ALL TIMES!**
- 3.9.2 Exhaust System Construction: Exhaust system must include at least two professional-quality flexible exhaust hangers (i.e., not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, bolted or welded and must not leak.
- 3.9.3 Tailpipe Location: Exhaust system should dump behind the rear axle (certain exemptions apply – check with us for details) and must not allow undue levels of exhaust to reach the driver's compartment. Please check with the organizer if you're planning a custom-built or crazy exhaust location!
- 3.9.4 Maintenance: All teams must maintain their exhaust in good condition, without leaks throughout the entire event.
- 3.9.5 Noise Limit: Car noise limit is (maximum) 98dB, so pretty much stock standard exhaust system with no modifications in this area allowed. For the **CONTINUOUS 24-HOUR** events, or night races, the exhaust noise must be below "warrantable" levels (we will test this)!
- 3.10 REGULATIONS REGARDING THE EXTERIOR OF YOUR CLAPTRAP
- 3.10.1 Windshields: A sturdy, driver-protecting windshield is required. Minimum requirement is a laminated windscreen, and windshields must be thick enough and suitably braced to resist a heavy object striking the windshield at speed.
- 3.10.2 Bad-Weather Visibility: It's your job to figure out which bad-weather visibility aids will be most useful for your car. Wipers and Rain-X are all acceptable. If your visibility is compromised during the race for any reason, you may be black-flagged unless you can find a solution.
- 3.10.3 Guards, Doors, and bonnet required (check with Organisers if you have a design that excludes these panels).
- 3.10.4 Car Numbers: Numbers must be displayed on both sides of the car, with the actual numerals themselves measuring a minimum 40 cm tall, and in proportion. Numbers may also be displayed on the bonnet/roof, if desired. Numbers must be clear and easy to read – if you show up with incorrect, improperly formatted, or otherwise hard-to-read numbers, you will fail tech inspection instantly. For night-time events, it is mandatory to have illuminated numbers on your car so it can be identified in the dark.
HINT: it is also helpful (for your drivers) to put the number of your car on the Dashboard, so they know what number car they are driving!!
- 3.10.5 Tow-Strap Locations: Please identify (or add) good, strong, clearly marked tow-strap locations to your car – **FRONT** and **REAR**. The faster we can get you hooked up, the faster you can get back on the track. (The word "TOW" with an arrow is acceptable marking.)
- 3.10.6 No Open Sunroofs: Sunroof openings must be covered by a new panel, securely fixed into place. Open T-Tops and Convertibles: Arm restraints are required when driving an open T-Top or convertible.
- 3.10.7 Mirrors: All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink" style interior mirrors don't need exterior mirrors but can use them if they like – we highly recommend this.
- 3.10.8 Glass, Headlights, and Taillights: Headlights, taillights, and side-marker lights must be removed or taped over. Special condition will apply for continuous 24-hour races, as headlights must be in working condition (low beam only).
- 3.10.9 Brake Lights: Each car must have working brake lights that are easily seen from the rear. The lights should be located where a mild rear-end impact won't break or obscure them. A good mounting spot is inside the rear windshield area, on top of the parcel shelf. Stock brake lights protected by clear tape are fine.
- 3.10.10 Lights for Night Racing: In the case of night races (including continuous 24-hour events), functional headlights and taillights are required. Headlights must be permanently on "low beam" setting (no full beam allowed) and additional spot-lights will be allowed on bars across the front of the car (but not roof mounted). There are 'cats-eyes' laid around the racetrack, so you can see where you're going, even with low-beam.

PRO TIP: small LED spots mounted on the CORNERS of the car allow you to see the apex/corners better!

With any forward-facing lights, the beam-centre must hit the ground no further away than 50 metres from the vehicle. If you want to dress your car in "fancy" lights (LED's, colour changing LED/bulbs, strip lights/bars or luminescent paint), fill your boots – just make sure that if they are rear-facing, they are NOT brighter than your tail-lights.

NOTE: IF YOUR LIGHTS ARE DEEMED "TOO BRIGHT" OR ANNOYING OTHER COMPETITORS (and us) WE WILL ASK YOU TO REPOSITION (OR REMOVE) THEM! KEEP IT REAL FOLKS!!

Lights = GOOD 😊



Lights = NOT GOOD!!



- 3.10.11 During any Night time racing, a self-powered, battery operated 'flashing emergency light' must be utilised. In the event of an emergency (crash, stopped or in a dangerous position on /off track) this light must be deployed and placed on the roof (or wherever practical) so our emergency/recovery crew can find you and respond. No other flashing Lights or Sirens: No working sirens, flashing lights, or similar emergency vehicle stuff allowed. Anything that makes your car appear like a Safety/emergency vehicle will get you black-flagged.

3.11 SAFETY REGS UNDER THE BONNET

- 3.11.1 Engine Firewall: Gaps or holes in the engine firewall must be sealed up with metal plate or OE-type grommets. If you can see through it, we want it closed-up. In addition to the required unbroken firewall between engine and cockpit, rear and mid-engine cars must have a sturdy rear window or other complete upper barrier for driver protection against fire, hot oil, angry villagers, etc. Metal, heavy polycarbonate (1/4-inch or thicker), and OE glass are all acceptable.
- 3.11.2 Coolant: Should be water only – avoid antifreeze, anti-boil, water-wetter or additives - that stuff is slippery, so when your car pukes its guts all over the track, we don't want to be sliding around in it. A functional catch tank is mandatory.

4.0 VEHICLE PRICE

- 4.1 "NaZCAR CUP" cars should be worth a maximum of \$999 at the time of purchase – true NaZCARs are crappy cars pretending to be race-cars. If you want to compete in the 'NaZCAR CUP' category make sure you don't overspend or add 'go-fast' bits, or take things too seriously.

PRO-TIP: Create a great/fun THEME for your car + team (the weirder the better) to avoid penalties and stay in the NaZCAR CUP class.

- 4.2 "NaZCAR CHALLENGE" cars are slightly more upmarket NaZCAR Cup cars but should still be 'crappy'. Cars are classified as Challenge if they are worth more than \$999 or considered to be purpose built 'race-cars'.

NOTE: if your Challenge car is 'too fast' we may remove it from the event, as it may be deemed unsafe for other competitors who are adhering to the 'spirit' of the event (endurance NOT speed).

- 4.3 The Safety equipment described in Section 3 DOES NOT count toward the total value of the cars. "Safety" refers to things that can save the driver – not things that can save the car.

- 4.4 Besides the items and processes listed in Section 3, the following are considered safety-related and therefore exempt from the spending limit: Wheels, tyres, wheel bearings, ball-joints, and brake components, exhaust systems downstream of the header/exhaust manifold (NOTE: Turbos and related components are NOT exempt from the spend limit – nice try). Windshields and wipers, driver comfort & information (steering wheel, shifter, gauges, pedals, cool suits, vents, heaters, radio, etc), better fuel hoses/fittings/filters and related mounts, all fuel-system components upstream of the fuel pump (including tanks/cells, mounts, fillers, vents, etc). NOTE: Fuel pumps, carburetors, injection pumps, computers and individual injectors are exempt from the spend limit.

- 4.5 Sponsorships: Conned some hardworking corporate into giving you parts or cash? Nice work, but it still counts toward the value limit. We recommend blowing that sponsorship dough on other stuff instead – hotel rooms, fuel, entry fees, pedicures, driver suits, personal male enhancement medication, travel expenses, Freudian therapy for the Organizers – things like that.

- 4.6 Labour Costs: If you didn't pay for the labour, it doesn't count toward the value/spend limit. If you did pay for it, it does. Make sense?

- 4.7 Scavenger Sales: If you sell pieces off your car, the money that comes back in can be used to offset the initial purchase price. Just be prepared to convince some exceedingly skeptical judges of the validity of all those transactions.

- 4.8 Residual Value: Dumb enough to bring the same pile of crap back for another race? Let us know your heap of junk passed tech at the last event (it helps if you bring all your papers and evidence – we ain't gonna remember your sad-sack story from last time). Also, let us know if you've made any modifications since the last time – if you're honest with us, we might go easy on dishing out penalties! Or not...
- 4.9 Bribery, corruption and donations to charity are all valid currency during NaZCAR events – the Judges love stumbling upon any enticements you may have 'accidentally' hidden in/around your vehicle.
PRO-TIP: Bribes and Donations can get you out of a lot of trouble before and during the event!

5.0 TEAMS & COMMUNICATION

- 5.1 Definition: An "Entry" consists of one driver or crew member. A "Team" consists of one or more Entries in one or more events, all sharing one Team Name, one Theme, and one Team Captain; it exists for as long as the Team Captain chooses. A Team's minimum Driver count for "full format" events (continuous 24 hour or 3-day events) is 5 (no maximum), and there is limit of 5 non-driving crew members, friends in the pit area, cheerleaders, pizza-delivery boys, osteopathic surgeons, etc. For "short-format" (one-day) events, we will advise about minimum numbers of team members, as it varies depending on the duration of event.
- 5.2 Driver Portability: Any registered driver is allowed to drive any registered car at any time, provided they carry the relevant Licences (and have permission from the vehicle's owner)!
- 5.3 Pit to Car Communication: Teams may have Pit-garage to In-car RF Comms or a good old-fashioned pit board to communicate with their driver on track. No loose or hand-held receivers are allowed in the car (attach radios firmly to cage or belts).
- 5.4 NaZCAR 24 will provide each team with an in-car yellow RF radio unit (called a Race-Ceiver), specifically designed for Race Control (the magical fairies upstairs) to communicate directly with drivers on track at any time. All drivers must plug their in-ear headphone (drivers to supply) into this radio unit while driving and obey all instructions. Your PIT-GARAGE RF radio can be plugged directly into the in-car radio that we supply, so you can receive BOTH signals through the same ear-piece. OUR radio signal overrides yours, for safety reasons!
NOTE: All drivers must have the yellow RaceCeiver in the car and plugged directly into their ear/s.



6.0 DRIVING AND PENALTIES – READ THIS CAREFULLY!!

- 6.1 Penalties: Black-flag penalties are assessed for dangerous behaviors and/or being a knucklehead. These behaviors include, but are not limited to; contact for any reason; wheel(s) leaving the tarmac/track; speeding in the pits; missing/ignoring a safety flag; racing to the yellow or red flag; overly aggressive driving; hitting a wall, cone, tree, safety vehicle, etc; lack of car control; thinking the racing line has a deed and you own it; unsportsmanlike conduct; annoying the hell out of us; annoying the hell out of others; etc, etc...
- 6.2 Progression of Penalties: Black-flag/penalties get increasingly harsh as the number/severity increases – drivers/teams are usually penalized as follows;
- 1st black flag/penalty of day – usually, just a stern chat...
 - 2nd black flag/penalty of day – embarrassing penalty at the Judges' discretion...
 - 3rd black flag/penalty of day – same as above but more serious and time consuming...
 - 4th black flag/penalty of day – you'd better have DAMNED good bribes and excuses!
 - 5th black flag/penalty of day – are you kidding? Your whole team may be ejected for rest of the event!
- 6.3 Charity Absolution: does not apply – All donations are fully tax-deductible.
- 6.4 It's Always Your Fault: NaZCAR 24 is an all-fault environment. You are 100% responsible for what happens while you're in the pits or at the wheel. Think you're the 'hittee' and not the 'hitter'? We don't care. Think you've been wrongly accused? See the part where it says "we don't care". Your job is to stay out of trouble – if trouble finds you, take responsibility like a grownup and figure out how to avoid it the next time.
- 6.5 Team "Lousy-Driving" Rule: Teams are held jointly accountable for the penalties earned by their drivers.
- 6.6 Why Am I Upside-Down? Rule: You're upside-down because you ran out of talent. Any driver who puts a car on its roof may see themselves (and the car) removed from the race.
- 6.7 If your car has been repaired or modified during the event (usually because you've broken/bent something significant), it must be re-checked by NaZCAR scrutineered BEFORE it is allowed back on the track. This excludes general replacement of parts such as brakes, clutch, tyres and fluids.
- 6.8 No Drinking Alcohol Until Track Goes Cold: Participants are absolutely prohibited from drinking alcohol until after the last car leaves the track following the day's checkered flag. Violators will be ejected from the facility immediately.
- 6.9 Passing Safety Vehicles: Safety vehicles moving on the track may not be passed unless a wave-by is given by the safety vehicle's driver or crew, or instructions are received by Race Control via the yellow RaceCeiver.

7.0 FLAGS & LIGHTS

- 7.1 Flagging: All flags/lights should be obeyed immediately – they mean something's up.
- 7.2 Meaning of flags: Flags/lights have the following meanings:

- **GREEN = GO** On green, drive your brains out. Green is usually shown when the track is clear and unobstructed (normal race conditions).

- **YELLOW = CAUTION**

On yellow, NO OVERTAKING! There's something dangerous ahead. Stop racing, pay attention to your surroundings and the situation ahead and proceed in single file at no more than 60km/h. Remain in single file until you are safely past the incident(s). You may ONLY return to race speed, overtake and 'race' when the Green light is activated.

- **RED = RETURN TO PITS**

On red, return immediately to Pit Lane and, if instructed, to your Pit Garage. Follow the instructions from Race Control AT ALL TIMES (via in-car radio, safety crew or track marshals).

- **BLACK FLAG / PENALTY**

YOU'VE GOT PROBLEMS!

For an individual black flag, come to the Penalty Pit immediately – either you've got a mechanical problem, or you/your team has committed a punishment-worthy sin.

7.3 The Meaning of Life: Ask your Mum...

The team @ NaZCAR 24 wishes you a safe and happy event!

