



NaZCAR Pro National Endurance Championship (New Zealand) – Rules & Regulations (as at 28/01/2021)

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.
- 1.3 **Rules and Regulations** are subject to change at any time. Notification of changes periodically posted at www.nazcar.nz
- 1.4 **Unsafe Vehicles and/or Drivers:** At Organizers' discretion, any unsafe car or driver may be removed from the event at any time.
- 1.5 **Refunds, Entry-Fee Transfers, and Compensation for Loss:** the cut off is 60 days prior to the race date where you can get 100% refund of driver fees.
- 1.6 **Prizes and Penalties:** are assigned based on registration, documentation, participation and points.
- 1.7 **Your Car/Entry** may be rejected at any time during the event (whether at scrutineering, during qualification or the race) at the Organisers' discretion. No refunds issued.
- 1.8 **Format/s of events:** Various classes, based on qualifying times and car preparation, will be allocated; with points earned for each class respectively and winners in each class, as well as overall winners crowned. Every car must participate in qualifying to set a lap time (specific to each venue/conditions) which must fall between the set 'limits'. Any cars exceeding the fastest lap time or failing to achieve the slowest time may not be eligible to compete. This series is an endurance and attrition event, so is about consistency over speed. Classes will be based on lap times/car preparation. To enhance competitor safety, minimum numbers of drivers vary accordingly with each format.
- 1.9 **Right of Publicity:** You and your team may be photographed, video'd and recorded – these snippets may be reproduced and re-used at the Organisers' discretion including but not limited to television, internet, magazines and general media; no credits or royalties paid.
- 1.10 **Venue/Vehicle safety;** 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.
- 1.11 **No unauthorized Drones or Other Aircraft** during the permitted event.
- 1.12 **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** – there are no restrictions on price, modifications or make/model of car eligible, provided it adheres to the safety, time categories and technical requirements of the NaZCAR Pro series, as specified in this document. However, vehicles which are 'obviously' capable of faster lap times than Pro 1 breakout, and are significantly limiting their performance, may not be permitted to enter.

- 2.2 Classification: After the scrutineering process, cars will be classified based on their fastest qualifying lap time/s.
- 2.3 Qualifying: Each car/team will participate in a qualifying session prior to each race and assigned to a Class based on their fastest lap time.
- 2.4 Safety Equipment: it is mandatory for all competing cars/teams to have all safety equipment implemented as per this document.
- 2.5 Vehicle Registration: on-road registration is not required.
- 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 AASA race license (check specific event for specific license type required).
- 2.7 Passengers: are not allowed during any NaZCAR Pro event.
- 2.8 Tyre Eligibility: Any tyres are allowed. It is up to each team to strategise the best/most effective tyre choice for their team, and decide on the most suitable tyre/s with regards to weather, budget and lap/classification times.
- 2.9 For any twilight or night time events (where cars race at night/in the dark): Drivers must have completed the night driver qualification standards, usually requiring daytime qualification or 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 is in no way a certification, representation, or guarantee that your vehicle is fit or safe to drive. Each team is solely responsible for determining its vehicle's safety, fitness to race and compliance with NaZCAR Pro' 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.

3.2 SAFETY APPAREL

- 3.2.1 Driver Helmets: Must be able to accept an approved Head and Neck Restraint Device (FHR).
- 3.2.2 Forward Neck restraint/Protection: A Head and Neck Restraint Device is mandatory. Foam neck braces are not acceptable.
- 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 retardant shoes are mandatory. All underwear must meet SFI, FIA or ISO standards. A balaclava is highly recommended.
- 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 at any time (any driver changes are to be made AFTER refueling has been completed) and NO other work may be done on the car. Any team members participating in fueling must wear 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 4.5kg capacity fire extinguisher in hand, ready to shoot, aimed at the fueler. The area around the car must be dry of fuel, including spills, open containers and excess fuel before starting engine again. 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: Keep your fuel in a secure, shady place or in the designated refueling zone. Fuel may be stored in the Pit Garage, with a maximum of 3 x TWENTY litre containers per team.

3.3.4 Bulk fuel: If using bulk fuel systems, your setup must be SFI/FIA certified/approved, using fit-for-purpose hoses, fittings and hardware. All bulk-fuel systems will be scrutinized by NaZCAR Pro officials – no unauthorised 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. All vehicles must be approved and scrutineered by NaZCAR Pro Management before participating.

3.4.2 All cars must have functional brake lights. Headlights are not required unless races are held during twilight/ darkness.

3.5 ROLLCAGE REGULATIONS

3.5.1 Cages must be well built, but DO NOT need to be “homologated by Motorsport NZ” (unless you want to use the car for other MSNZ events). All cages must be full cages (no half-cages) with side intrusion bars.

3.5.2 Roll-bar Padding: All roll cage tubing must be padded with high-density roll-bar padding, wherever a driver may contact the tube while driving.

3.6 VEHICLE INTERIOR REGULATIONS

3.6.1 Driver's Seat: 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/sliding rails or cage to avoid separation during a crash. All seat-backs must be restrained against rearward failure.

3.6.1.1 Sliding Rails: if utilised, must be dual locking – ie must latch on both sides of the seat mount/rails.

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 Seat-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 rails, must show minimal looseness and no back/forth free play.

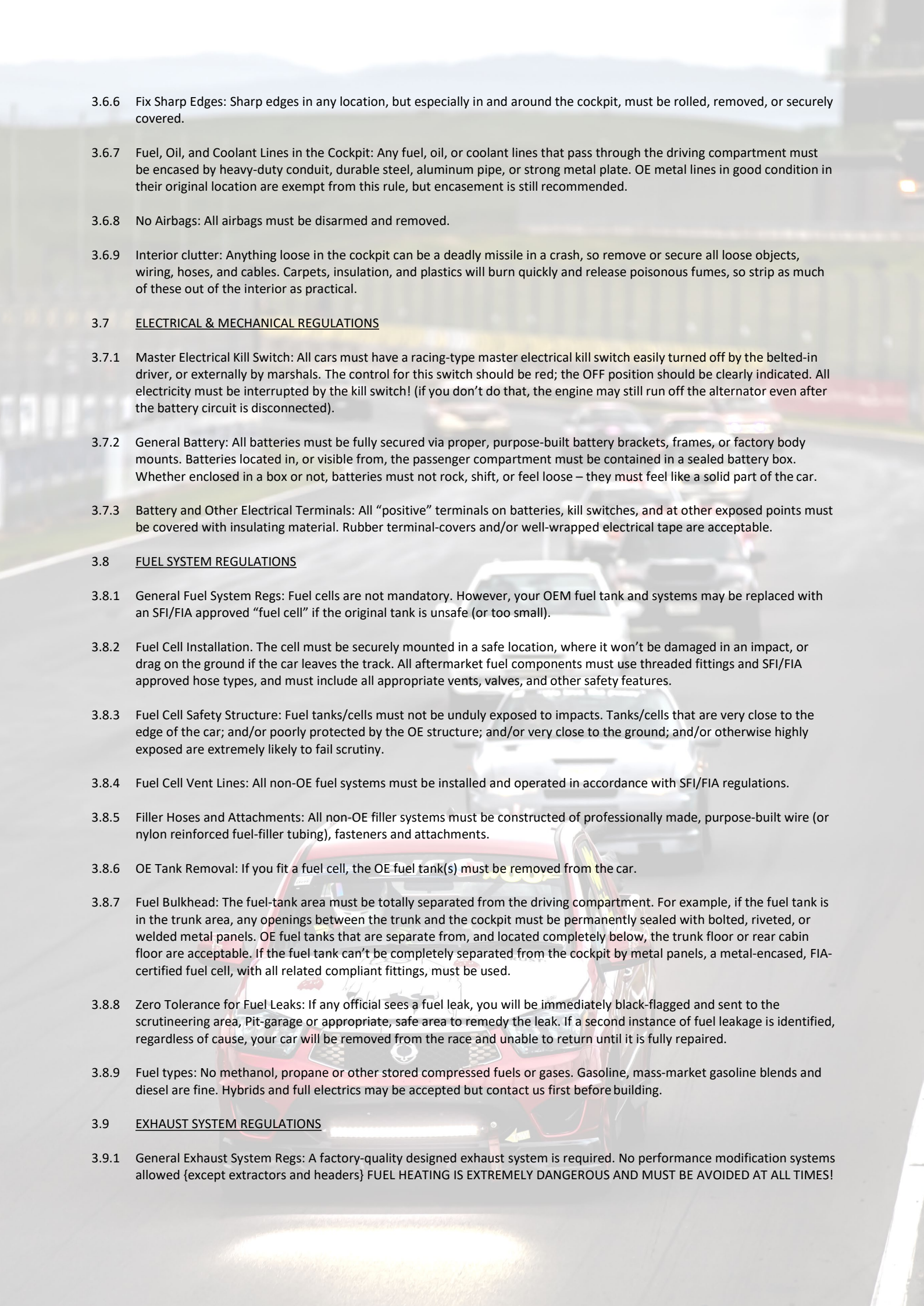
3.6.1.5 Seat and Headrest Strength: All seats must be strong enough to withstand major impacts from any angle. The headrest area must be strong enough not to bend in a heavy rear impact.

3.6.2 Driver's Harness: Five or Six-Point Harnesses Mandatory: NO 4 POINT HARNESSES 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 all-metal quick-release bracket. 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.

3.6.5 IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICES EMERGENCY CAR ESCAPES BEFORE RACING!

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- 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.
- 3.6.9 **Interior clutter:** Anything loose in the cockpit can be a deadly missile in a crash, so remove or secure all loose objects, wiring, hoses, and cables. Carpets, insulation, and plastics will burn quickly and release poisonous fumes, so strip as much of these out of the interior 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, or externally by marshals. 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. 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 must feel like a solid part of the car.
- 3.7.3 **Battery and Other Electrical Terminals:** All “positive” 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.

3.8 FUEL SYSTEM REGULATIONS

- 3.8.1 **General Fuel System Regs:** Fuel cells are not mandatory. However, your OEM fuel tank and systems may be replaced with an SFI/FIA approved “fuel cell” if the original tank is unsafe (or too small).
- 3.8.2 **Fuel Cell Installation.** The cell must be securely mounted in a safe location, where it won't be damaged in an impact, or drag on the ground if the car leaves the track. All aftermarket fuel components must use threaded fittings and SFI/FIA approved hose types, and must include all appropriate vents, valves, and other safety features.
- 3.8.3 **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 scrutiny.
- 3.8.4 **Fuel Cell Vent Lines:** All non-OE fuel systems must be installed and operated in accordance with SFI/FIA regulations.
- 3.8.5 **Filler Hoses and Attachments:** All non-OE filler systems must be constructed of professionally made, purpose-built wire (or nylon reinforced fuel-filler tubing), fasteners and attachments.
- 3.8.6 **OE Tank Removal:** If you fit a fuel cell, the OE fuel tank(s) must be removed from the car.
- 3.8.7 **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.
- 3.8.8 **Zero Tolerance for Fuel Leaks:** If any official sees a fuel leak, you will be immediately black-flagged and sent to the scrutineering area, Pit-garage or appropriate, safe area to remedy the leak. If a second instance of fuel leakage is identified, regardless of cause, your car will be removed from the race and unable to return until it is fully repaired.
- 3.8.9 **Fuel types:** No methanol, propane or other stored compressed fuels or gases. Gasoline, mass-market gasoline blends and diesel 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 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) to minimise exhaust gases reaching the driver's compartment.
- 3.9.4 Maintenance: All teams must maintain their exhaust in good condition, without leaks throughout the entire event.

3.10 EXTERIOR REGULATIONS

- 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 (confer with Organisers if you have a design that excludes these panels).
- 3.10.4 Car Numbers / windscreen banners (supplied by NaZCAR Pro): Vinyl Car number stickers must be displayed on both sides of the car (driver + front passenger door, or rear side windows). Windscreen banners must be attached and include car number and Class of team (supplied by NaZCAR Pro).
- 3.10.5 Livery and Decals: it is your choice what additional livery/decals you place on your car, provided you allocate a space for the livery supplied by NaZCAR Pro:
- a) 2 x Car numbers (as per 3.10.4)
 - b) Windscreen banner (as per 3.10.4)
 - c) 2 x Class stickers – approx. 20cm x 20cm (windscreen and rear window)
 - d) 2 x NaZCAR Pro official decals – approx. 30cm W x 20cm H (placement depending on car/type/class)
- 3.10.6 Tow-Strap Locations: Please identify (or add) good, strong, clearly marked tow-strap locations to your car – FRONT and REAR. The word "TOW" with an arrow is acceptable marking.
- 3.10.7 No Open Sunroofs: Sunroof openings must be covered by a new panel, securely fixed into place.
- 3.10.8 Open T-Tops and Convertibles: Arm restraints are required when driving an open T-Top or convertible.
- 3.10.9 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.
- 3.10.10 Glass, Headlights, and Taillights: Headlights, taillights, and side-marker lights must be removed or taped over. Special condition will apply for twilight/night races, as headlights must be in working condition (low beam only).
- 3.10.11 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.
- 3.10.12 Lights for Night Racing: In the case of twilight/night races functional headlights and tail-lights 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). With any forward-facing lights, the beam-centre must hit the ground no further away than 50 metres from the vehicle.
- 3.10.13 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. Rear and mid-engine cars must have a sturdy rear window or other complete upper barrier for driver protection against fire, hot oil, 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. A functional catch tank is mandatory.

4.0 VEHICLE PRICE

4.1 There is no limit on a car's price or modifications, provided it meets all the NaZCAR Rules and Regulations, Timing Classifications and satisfies all Safety criteria set out in this document (ref. 2.1)

4.2 Sponsorships: Are allowed

5.0 TEAMS & COMMUNICATION

5.1 Team Structure: there are minimum numbers required for the 3-hour and 6-hour endurance races, with options of 'Single Car' or 'Relay' teams:

5.1.1 Single Car Teams must consist of:

- a) 1 x car with 2 drivers (minimum) for the 3-hour race
- b) 1 x car with 2 drivers (minimum) for the 6-hour race

5.1.2 Relay Car Teams must consist of:

- a) 2 x cars with 2 drivers (minimum) for the 3-hour race
- b) 2 x cars with 2 drivers (minimum) for the 6-hour race

5.2 Driver Safety/fatigue: Drivers may not drive/race continuously for more than 2 hours in one 'session'.

5.3 Additional Cars and Drivers may be added to any team competing, provided all cars and drivers comply with all NaZCAR Pro Rules and Regulations at all times.

5.4 Pit-Stops & Driver changes: It is each team's responsibility to create a strategy around pit-stops and driver changes. Drivers may change as often as they wish, and teams may make as many re-fueling/pit-stops as required. Driver changes are permitted during pit-stops (and vice-versa) provided no work is undertaken on the car, and no driver is IN the car, during refueling.

5.5 Minimum pit-stops & Driver changes: In each race, every team must make a MINIMUM of:

- a) 1 x Driver change and 1 x pit-stop during the 3-hour race
- b) 3 x Driver changes and 3 pit-stops during the 6-hour race

5.6 When making car change-overs, Relay teams must wait 3-minutes before the next car exits pit lane to the track. This is effectively the average time other teams take to refuel and make a driver change.

5.7 Pit to Car Communication: Every team must have a reliable way to signal its driver on track. A pit board is acceptable, as is a helmet-wired radio system. Portable radio receivers are allowed in the car, provided they are securely mounted.

5.8 NaZCAR Pro will provide each team with an in-car RF radio unit (called a Race-Ceiver), specifically designed for the Clerk of the Course (or event Organiser) to communicate 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. NaZCAR's radio signal overrides yours, for safety reasons! It is your responsibility to ensure your allocated Race-Ceiver is in working order at all times.

6.0 DRIVING AND PENALTIES – READ THIS CAREFULLY!!

6.1 Penalties: Black-flag penalties are assessed for dangerous behaviors and/or deliberate contact. 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 and unsportsmanlike conduct.

6.2 Progression of Penalties: Black-flag penalties get increasingly harsh as the number/severity increases – if repeated penalties are imposed, ejection from the event is likely.

6.3 NaZCAR Pro is an "all-fault" environment. You are 100% responsible for what happens while you're in the pits or at the wheel. If you have been penalized, the Organisers' decisions are final.

6.4 Teams are held jointly accountable for the penalties earned by their drivers and/or team members.

- 6.5 Any car involved in an incident likely to affect the structural integrity or safety of the car, must report to the scrutineering area before re-joining the race.
- 6.6 No Drinking Alcohol Until Track Goes Cold: Participants are absolutely prohibited from drinking alcohol until after the last car leaves the track following the checkered flag. Violators will be ejected from the facility immediately.
- 6.7 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 as specifically instructed by the CoC/Race Control via radio race-ceiver.

7.0 FLAGS & LIGHTS

7.1 Flagging: All flags/lights must be obeyed immediately.

7.2 Meaning of flags: Flags/lights have the following meanings:

- **GREEN = GO** Green is shown when the track is deemed 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 lights/flags are deployed. The yellow light/flag may be 'sectional' so only a section of the track is under yellow – ONLY return to race conditions when you reach the next GREEN light/flag.
- **RED = INCIDENT ON TRACK** If Red is displayed, stop racing immediately (NO OVERTAKING) and reduce speed below 60 km/h. If RED is displayed during Practice or Qualifying return to Pit-Lane, where further further instructions will be given. If Red is displayed during the RACE, continue to the Red Control Line on the track, or to the location ordered by Race Control. If unable to continue due to an obstruction on the track, pull off to a safe area and await instructions from Race Control or Event Officials.
- **BLACK FLAG (with your number) = Stop racing immediately and RETURN TO THE PITS!** The car must not re-enter the track until authorized by Race Control.
- **WHITE = SLOW VEHICLE ON TRACK** Proceed with caution.
- **YELLOW/RED STRIPES = DEBRIS ON TRACK** Proceed with caution.

8.0 FEES & REGISTRATION

8.1 Fees for entry and eligibility into the NaZCAR Pro National Endurance Championship are as follows (excluding gst):

8.1.1 NaZCAR Pro 3-hour race (per Round):

- 1 x Car entry fee = \$399
- Driver 1 Entry Fee = \$299
- Driver 2 Entry Fee = \$299
- Additional Driver (maximum 3 drivers allowed) = \$149
- 1 x additional Car entry fee (for Relay teams) = \$149

8.1.2 NaZCAR Pro 6-hour race (per Round):

- 1 x Car entry fee = \$549
- Driver 1 Entry Fee = \$399
- Driver 2 Entry Fee = \$399
- Each additional Driver (maximum 4 drivers allowed) = \$199
- 1 x additional Car entry fee (for Relay teams) = \$199

8.2 Cross-entry into both 3-hour and 6-hour races is \$1,500 total for 1 x Car and 2 x Drivers:

8.2.1 Additional Fee to cross-enter from 3-hour to 6-hour = \$503 + any difference of additional drivers/relay fees

8.2.2 Additional Fee to cross-enter from 6-hour to 3-hour = \$153 + any difference of additional drivers/relay fees

8.3 Transponders can be hired for each race – book during registration process.

8.4 Garages are available for the duration of the event (venue specific) – book during registration process.

- 8.5 Teams that have entered the 3-hour race and wish to extend their registration to the 6-hour race can do so up until 30 minutes before the end of the 3-hour race, on the day. Simply report to Documentation office and pay the additional extension fee (see 8.2.1). You can keep your existing CAR/S and DRIVERS or add more. Teams entered in both 3-hour and 6-hour races will accumulate points for both categories and all points will count towards Class and Overall Championship.

POINTS SYSTEM & ALLOCATION

- 8.6 Championship Points will be awarded as follows:
- Registration and payment of a complete/valid team = 50 points
 - Complete a timed lap during qualification = 50 points
 - Race points based on finishing position (see points chart)

- 8.7 POINTS CHART (maximum 60 teams on grid) per race:

NaZCAR PRO points table		
Points	3-hour race	6-hour race
Registration	50	50
Qualification	50	50
Race points		
1st	60	120
2nd	50	100
3rd	40	80
4th	35	70
5th	30	60
6th	25	50
7th	20	40
8th	15	30
9th	10	20
10th	5	10

- 8.8 Any team that completes qualification but does not complete a timed lap of the Race will be classified as a DNS (Did Not Start) and will not be eligible for any Race points in that Round.
- 8.9 To be eligible for Race points, teams must complete at least one timed lap of the Race.
- 8.10 Winners of each Class, Race and overall Championship Series are those with highest accumulated points tally.
- 9.0 QUALIFICATION & CLASSIFICATION**
- 9.1 Every team must complete the registration, scrutineering and Documentation process and take part in qualifying in order to be classified. Qualifying is held just prior to each race and the field will be split into smaller groups to allow a clearer track (depending on entry numbers and conditions).
- 9.2 All cars, including all cars entered in Multi-car relay teams, must complete at least one timed qualifying lap to be eligible to race.
- 9.3 Four (4) Classes are determined by 'fastest lap' times of qualifying teams. Lap times may vary depending on venue/track and conditions so each class will be set 'break-out' times (fastest in class) which may not be exceeded. Cross-over times are set between classes. Cars competing in **Pro 4** Class must be capable of achieving their Cross-over time (fastest/slowest lap time) in order to be eligible to compete. Effectively, this ensures all cars are safely within the desired speed-range, eliminating Cheque-book racing and safeguarding against speed-differential within the field.
- 9.4 Fastest lap times set during qualifying will place each car/team into their respective class. Exceeding the break-out time of that qualifying class will mean automatic step-up into the next relevant class. Any Race points from that race will be brought into the new Class, but any Qualification Points from that Round will be forfeited.

- 9.5 Any team that breaks the **Pro 1** class lap break-out time will forfeit that completed lap. If any team breaks the **Pro 1** break-out time by more than 1 second they will be immediately disqualified from that race. ***NOTE:** Each team's fastest lap from each race determines the class in which they will be awarded points – if that class is different from their qualifying class, they lose their Qualification Points for that race/Round.*
- 9.6 It is each team's responsibility to stay within the break-out lap time of the Class in which they qualify.
- 9.7 Class Grid (based on approximate lap time on National Circuit @ Hampton Downs in ideal conditions):

CLASS/NAME:	Break-out time:	Cross-over time:	DESIGNATION:
Pro 1	1:15:00	1:18:00	RED
Pro 2	1:18:00	1:22:00	BLUE
Pro 3	1:22:00	1:27:00	GREEN
Pro 4	1:27:00	1:33:00	YELLOW

- 9.8 Break-out, Cross-over and Classification times are subject to variation.
- 9.9 If qualifying takes place during conditions other than 'ideal' the Break-out and Crossover times will be adjusted accordingly.

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The team @ NaZCAR Pro wishes you a safe and successful event!