



2018 SILVER FERN RALLY

SUPPLEMENTARY REGULATIONS

PART 2

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NEW ZEALAND

Contact

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PREAMBLE:

These regulations to be read in conjunction with the Rally Guide and Supplementary Regulations Part One.

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15 ADVICE OF ACCEPTANCE OF ENTRY:

This will be notified progressively on the website "www.silverfernally.co.nz".

16 BRIEFINGS:

A compulsory briefing for Competitors and Service crew will be held at 2pm, Friday 23rd November at the Claudelands Arena Hamilton.

17. DOCUMENTATION AND SCRUTINEERING AUDIT

- 17.1 Competitors or their representatives must present themselves at Documentation for the checking of licences and documents, issuing of competition numbers and applicable advertising material. Documentation and Scrutineering is available between 10am and 1pm at the Claudelands Arena in Hamilton on Friday 23rd November. All vehicles are to be presented for the fitting and testing of the RallySafe units.
- 17.2 Vehicles can be scrutinised at specified locations within the 14 days prior to the event. It is highly recommended that competitors take advantage of this opportunity.

North Island:

Whangarei:	Mike Jordan	reamary123@hotmail.com	021 149 3539
Pukekohe:	Noel Miller	millermotors@ps.gen.nz	027 494 1672
Hampton Downs:	Andy Culpin	andyracefx@gmail.com	021172 6345
Hamilton:	Sean Elder	elderclan@xtra.co.nz	07 856 5735
Rotorua:	Myles Herbert	myles@drivelineautomotive.co.nz	021 847 792
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New Plymouth:	Kiley Jury	a.v.s.ltd@me.com	027 229 5911
Palmerston North:	Troy Twomey	troy@elitetraining.co.nz	021 469 444
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Hawkes Bay:	Stuart McChesney	stu.mcchesney@gmail.com	06 844 7214
Kapiti Coast:	Mike McCready	mike@motorsport.org.nz	022 090 3451
Wellington:	Barry Carnington	miniack@xtra.co.nz	04 568 8815
Wellington:	Rueben Smith	reuben@powerhaus.net.nz	04 499 8715

South Island:

Greymouth:	Len Dunn	lucadunn@gmail.com	03 768 5374
Christchurch:	Les Summerfield	les@autotechservices.co.nz	027 919 3134
Timaru:	Phil O'Brien	obrienfamily@slingshot.co.nz	0272 697 293
Oamaru:	Gareth O'Hara	garethkerri@xtra.co.nz	027 4333 637
Dunedin:	Dan Cresswell	dunedin@pitstop.co.nz	0294 562 102
Queenstown:	Nigel Ede	shazandnigeede@gmail.com	0272 102 849

- 17.3 Vehicle Log Books and/or Identity papers and/or Homologation papers and/or Certificate of Description and/or Motorsport Authority Card and/or Historic Passport must be readily available for presentation to Officials when requested
- 17.4 Cameras, Tools and Spare Parts: These must be fitted to the vehicle when presented for Scrutineering. Any competitor wishing to fit a camera or other such equipment during the event is required to gain the approval of the Organisers.

18 OFFICIAL BULLETINS

May be issued in accordance with the provisions of the MotorSport NZ National Sporting Code.

19. OFFICIALS IDENTIFICATION

Officials of the event will be identified as detailed below:

- a) Marshals: will wear vests
- b) Stage Control (Post) Chiefs: will wear vests
- c) Scrutineers: Name Badges
- d) Other Officials: Name Badges
- e) (CRO'S) Blue Vest and Blue Cap

20 TIME CARDS

- 20.1 Before the start of the rally, time cards will be issued to every competitor. At any Control, crews may be required to give the completed cards to officials.
- 20.2 The time cards must be carried in the competing vehicle throughout the rally and must be presented to all Controls by a member of the crew for time recording or endorsing.
- 20.3 Competitors are not permitted to amend any entries on time cards.

21 START ORDER AND INTERVALS

21.1 STARTING ORDER

- (a) The starting order will be determined by the organisers.
- (b) The organiser's decision will be final and not subject to protest.
- (c) The Provisional Start list for Leg 1 will be published at 3:30pm on Friday 23rd November and the Start list for Leg 1 will be posted on the Official Notice Board at the documentation venue, the Silver Fern Web site and ChrisSport at 5:00pm on Friday 23rd November.
- (d) For subsequent Legs the starting list will be posted as soon as practicable after the finish of the previous day's competition but no later than 1 hour prior to the first car leaving for the subsequent Leg. All competitors, with the exception of those who have permanently withdrawn, will be included on the start list.
- (e) The start order for Leg 1 will be the two sections, Historic and Challenge as separate groups in that order with a safety gap between if required.
- (f) The start order for Legs 2 to 8 inclusive will be as follows:
 - (1) Start order 1 to 10 will comprise cars placed 1 to 10 from a classification combining both groups overall times
 - (2) Start order 11 onwards will be determined over the total field using an index of performance determined by special stage times recorded on the previous day. The index of performance is produced from the results programme and disregards any obvious slow or abnormal stage times from assessment into the programme.

21.2 STARTING INTERVALS

- (a) All stages shall have starting intervals of a minimum 1 minute between each competing car. The Clerk of the Course may, increase the starting interval between competitors.
- (b) A minimum gap of 3 minutes will be provided between the In Control at the end of a Road section and the Start of a Special Stage. This is to enable competitors who are being caught in Special Stages to exchange start order by mutual consent. Assistant Clerk's of Course can direct start order changes where consent is not forthcoming.
- (c) No gaps in the start interval is to be caused during any start order exchanges

22 CONTROL PROCEDURES

22.1 GENERAL PROVISIONS

- (a) All controls, i.e., passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of MotorSport NZ approved standardised signs.
- (b) The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25 m, an identical sign on a red background indicates the position of the control post. The end of the control area, approximately 50 m further on, is indicated by a final sign on a beige background with three black transversal stripes (Refer to New Zealand MotorSport Manual No 36 Appendix 3 Schedule R. Addenda to Schedule R Articles)

- (c) All control areas (i.e., all the areas between the first yellow warning signal and the final beige one with three transversal stripes), are considered as Parc Ferme.
- (d) The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- (e) The target check-in time is the responsibility of the crews alone, using RallySafe time.
- (f) The Post Marshals may not give any information on this target check-in time.
- (g) Crews are obliged to follow the instructions of the Marshal in charge of any control post. Failure to observe this may lead to a penalty.

22.2 TIME CONTROLS AND TIMING

- (a) A target section can be a road section, a service park, or from the start of one special stage to the start of the next special stage. In the latter case the target includes a special stage and the next road sections. Controls may be set up at the start and finish of all target sections.
- (b) The Control official must write on the time card the exact time at which the card was handed to the Control official.
- (c) The arrival time recorded at a Control, which is not followed by a special stage or a rest halt, will also be the departure time for the next road section.
- (d) Where a Control is followed by a special stage, competitors must proceed to the start line after clocking in at the Control. Competitors must be ready to start the special stage with helmets fitted and seat belts fastened when they reach the start-line. Approx. three minutes will be allowed from the time competitors clock in at the Control until they leave the start line. Competitors not ready to start a special stage at their designated time will be deemed to have started at that time.
- (e) Competitors will not be accepted for checking in at Controls prior to their due report time but can check in during the whole minute following their due report time without incurring lateness penalties. Competitors may check in prior to their report time at the end of a day Parc Ferme without incurring a penalty.
(A competitor who is supposed to check in at Control at 18 H 58' will be considered on time if the check-in takes place between 18H 58.00" and 18 H 58.59").
- (f) For each whole minute late in checking in at Time Controls or Parc Ferme competitors will receive a penalty of 10 seconds for every minute of lateness added to overall time.
- (g) Officials at Passage Controls will endorse the time card when it is handed to them, without indicating the passage time.
- (h) Any competitor who fails to complete a target section in its entirety, or fails to report to any Control, will incur penalties.
- (i) When a Control is followed by a special stage start, the whole area will be laid out as a single Control area.

22.3 CHECK-IN PROCEDURE

- (a) The check-in procedure begins the moment the vehicle passes the zone entry sign.
- (b) You are permitted to enter the Control Zone up to one minute prior to your due report time.
- (c) The clocking of the card can only be carried out if the two crew members and the car are in the control zone.
- (d) The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the Post Marshal.
- (e) Then the Post Marshal marks on this card the actual time at which the card was handed in.
- (f) The target check-in time is the time obtained by adding the time allowed to complete the target section to the time of starting this section, these times being expressed to the minute.

22.4 TIME OF LEAVING CONTROLS

- (a) If the next road section does not start with a special stage (e.g. service park), the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the next section.
- (b) When a time control is followed by a start control for a special stage, the following applies:
- (c) These two posts are included in a single control area, the signs of which shall be laid out as follows:
 - (i) Yellow warning sign (beginning of zone);
 - (ii) Red sign with dial (time control post), at a distance of approximately 25 m;
 - (iii) Red sign with flag (start of the special stage), at a distance of 50 to 200 m;
 - (iv) End of control sign (3) transversal stripes on a beige background

22.5 EXCLUSION / PENALTIES

Crews are bound, under the pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. Crews must always drive in the direction of the special stage (except to solely effect a turnaround). It is also prohibited to re-enter the control area.

- (a) Any lateness exceeding 30 minutes on the target time between time controls will result in the target maximum time penalties being applied as appropriate
- (b) The penalty time may be increased at any point by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
- (c) Penalties for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a Leg. Any competitor arriving at a control after it has closed will not be permitted a start but is able to tour to the next convenient control and re-join the event.

22.6 REGROUPING CONTROLS

- (a) Regrouping controls or a method of closing gaps in the field may be set up along the route. Their entry and exit controls shall be subject to the general rules governing control posts.
- (b) The purpose of these regroupings will be to reduce the intervals, which will occur between crews as a result of late arrivals and/or retirements.
- (c) On their arrival at regrouping controls, the crew will hand the Post Marshal their time card. They will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Ferme or regroup area if provided. The Post Marshal may give them a new time card either at the entrance or at the exit of the Parc Ferme or regroup area if provided.
- (d) Lunch/Service stops are Regroups. These may be shortened if the event starts to run late.

22.7 PASSAGE CONTROLS

A passage Control for the purpose of endorsing time cards only (not time recording) may be placed at the discretion of the organisers. At these controls, the Post Marshals will simply stamp the time card as soon as the crew hands this in, without mentioning the time of passage. Passage controls will only be used on road sections

23 SPECIAL STAGES

23.1 SPECIAL STAGES

- (a) Special stages commence from a standing start, with the engine running and with the car placed on the starting line.
- (b) During the special stages, the crew shall wear approved protective helmets, protective clothing and safety harnesses as specified in Appendix Two Schedule A. of the Motorsport NZ Manual
- (c) Any competitor who fails to leave the start within 15 seconds of their allocated start will not be given a new start time, but pushed off the start line into the special stage. The Post Chief will note any delay to the start of a special stage due to reasons of force majeure. Any such delay will be taken into consideration by the Clerk of the Course when establishing the results.
- (d) Crews shall be penalised for;
 - (i) Deliberately blocking the passage of competing cars, or
 - (ii) Preventing competition cars from overtaking.
- (e) If the route is completely blocked by an accident or breakdown, it is the responsibility of following competitors to move the obstructing vehicle and proceed. In this case a classification for the stage may be established by the Clerk of the Course for each crew that has stopped to unblock the route
- (f) When a special stage has to be stopped or has been interrupted for any reason before the last crew has covered it, a classification for the stage may be established by allocating an assessed time to each crew which has been unable to complete the stage because of the interruption.

23.2 SPECIAL STAGE PROCEDURE

- (a) A competitor will start using the RallySafe countdown procedure.
- (b) If this is not available then the competitor will be started by the following countdown procedure:

Verbal Thirty seconds, fifteen seconds, ten seconds, five, four, three, two, one, go!,
supplemented by hand signal (finger count) from five seconds down to go!,
- (c) A false or jump-start shall incur a penalty. All Start Line marshals or RallySafe data are deemed to be Judge of Fact for this decision.
- (d) At the special stage flying finish, the time will be recorded. A warning board will be erected 200 m before the flying finish. After the flying finish a minimum distance of 200m will be given for the competitor to stop and report to the Finish Control, where the time taken at the flying finish will be written on the driver's card.

24 PARC FERME RULES

24.1 GENERAL CONDITIONS

The cars shall be subject to the Parc Ferme rules from:

- (a) The moment they enter a starting area or any parc ferme until they leave one of these;
- (b) The moment they enter a control area until they leave it;
- (c) As soon as they reach the end of the rally until the time for technical inspections is completed.

24.2 SERVICING/REPAIR

- (a) While the vehicles are subject to the Parc Ferme rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
- (b) By the way of exception and under the supervision of the Marshal the crew may, while in the Parc Ferme, at the start, regrouping zone or end of day
 - (i) Change a punctured or damaged tyre using the equipment on board; and or
 - (ii) Have a new windscreen fitted with the possibility of having outside help.
 - (iii) Repair a safety device (i.e. seat belt) subject to an instruction from the Chief Scrutineer.These repairs must be completed before the starting time or the penalty provided for in Article 29.1.4 will apply. (See Appendix A)
- (c) As soon as they have parked their car in Parc Ferme, the drivers will leave the Parc Ferme and no member of the crew will be allowed to re-enter it.
- (d) To leave a Parc Ferme for the start or regrouping halt the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- (e) If the Scrutineers note that a vehicle seems to be in a condition, which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof, who may request that the car be repaired.
- (f) In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section or the allowance for repairs outside Parc Ferme will be applied – Article 29.1.4. If necessary the crew will be given a new starting time.

25 SAFETY AND EMERGENCY PROCEDURES

25.1 COMPETITOR EMERGENCY PROCEDURES GENERAL

Any competitor who stops on a special stage for any reason whatsoever (accident or mechanical breakdown) must display a warning triangle in such a position to give adequate warning to following competitors. Failure to display a warning triangle in such a manner will invoke a penalty. The Competitor must also utilize their RallySafe unit for either a Hazard or SOS. If the car is completely clear of the road then the OK can subsequently be used.

25.2 COMPETITOR EMERGENCY PROCEDURES INJURY ACCIDENTS OR FIRE

For the purposes of clarity – Any reference to the Red SOS and Green OK also refer to both the physical sign and the RallySafe Unit status. If you are ok and your car is on the road then you must set your RallySafe to Hazard once you have pushed your OK.

- (a) Any competitor involved in an accident who requires assistance for a trapped or injured crewmember or for assistance in containment of a fire will move back along the course; displaying clearly the red SOS to the following competitors.
- (b) When a red SOS is displayed to a competitor, it is MANDATORY that they stop and assist the crew requiring help. Their responsibilities are to help any injured persons and help contain any fire and ensure that the event safety services are mobilised as quickly as possible. If telephone coverage is available then Rally Control should be informed immediately.
- (c) The red SOS will cease to be displayed, and the green OK displayed, when sufficient vehicles have been stopped to provide the necessary assistance. If any competitor elects to stop under these circumstances, they will not be entitled to any delay allowance.
- (d) Should a competitor arrive at the scene of an accident where both crew members are incapacitated they will remain with the accident and stop a sufficient number of the following competitors to provide necessary assistance, using the red SOS.
- (e) In the event of serious injury being discovered, if telephone coverage is available then Rally Control should be informed immediately, or the first competitor will arrange for an appropriate car (usually the next following car) to proceed immediately in the direction of normal rally traffic to the end of the stage or next radio point en route and advise the officials in charge of details of the accident and actions taken.

(f) Remember to keep someone near the vehicle that has used the RallySafe SOS as Rally Control will send a messages to gain further information.

26 WITHDRAWAL FROM AND REJOINING THE EVENT

26.1 WITHDRAWAL FROM THE EVENT

If a competitor believes that they may be able to restart after an incident but will be missing some stages they should complete a 'Temporary Withdrawal' form and hand it to an appropriate official. If the withdrawal is permanent then a Permanent withdrawal form must be completed. Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of day Parc Ferme will be penalised as per Article 29.1.4

26.1.1 PERMANENT WITHDRAWAL

Where a competitor decides to permanently withdraw from an event the competitor shall ensure that Rally Control has been advised either through telephone or radio contact. Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their withdrawal. A completed notification of withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A)

26.1.2 TEMPORARY WITHDRAWAL

Where a competitor decides to Temporarily Withdraw from the event the Competitor shall ensure that Rally Control has been advised either through telephone or radio contact. Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their withdrawal. A completed notification of withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A)

26.1.2.1 A competitor who temporarily withdraws will incur a "Maximum Target Penalty Time" for the target in which the competitor withdraws and Maximum Target Times for any further targets missed. If the associated special stage has been completed then a 15minute penalty plus stage time will be used for this target if the combination of these times does not exceed the Maximum Target Time.

26.1.2.2 Any competitor who has lodged a Temporary Withdrawal and is late into an end of day Parc-Ferme will incur a penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour thereof for any further hours late up to a maximum of **40** minutes will be applied. Lateness for Temporary Withdrawals into end of day Park-Ferme is calculated by adding 30 minutes to the competitors start order for the day, in minutes, to the Parc Ferme due time for the first car.

26.1.2.3 Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of day Parc-Ferme before the start of next days competition will incur the Park-Ferme maximum penalty time of **40** minutes.

26.2 REJOINING THE EVENT

26.2.1 The Road Book contains 'Rejoining' forms.

26.2.2 When a competitor wishes to re-join the event they may do so at any Time Control (TC). They must hand in a 'Rejoining form' to the Post Chief. The Post Chief will place them in an appropriate place in the field. In either case this will be no higher than their daily start order unless directed by the Clerk of the Course. If this is not possible, e.g. the control has closed, then they must proceed to another stage before rejoining.

26.2.3 All cars that have suffered accident damage may be checked and cleared by a Scrutineer before being allowed to re-join the event. Scrutineers will also be checking cars in overnight Parc Ferme and may require them to be removed to repair unsafe conditions. This will incur time penalties as specified in Article 29.1/4

26.2.4 Due to the use of maximum target times those competitors who rejoin will feature in the final classification.

27 INQUIRIES

27.1 INQUIRY FORM

Any competitor desiring to query any aspect of the event may do so by means of an inquiry form contained at the back of the Road Book. The competitor must make any request for information of this nature within 30 minutes of the competitor's actual time of arrival at the end of day Parc Ferme. It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable. A competitor will have the right to formally protest on the subject of the inquiry given Protest lodgement timeframe as specified in MSNZ Manual NSC 110.

27.2 INQUIRY INTO RESULTS

Any inquiries on competitor's special stage or overall times must be made within 30 minutes of the last car clocking into the last time control (not Parc Ferme).

28 RESULTS

Separate results will be published for NZ Silver Fern Historic Trophy, and NZ Silver Fern Challenge. There will be no combined results published.

28.1 ASSESSMENT OF PERFORMANCE

- (a) The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.
- (b) The competitor's actual time taken to complete a special stage will be recorded at least to the nearest second and debited to that competitor, together with any target lateness penalties.
- (c) To be classed as a finisher, a car and its crew must have arrived at the finish not later than the maximum lateness designated for the event after their scheduled arrival time.
- (d) Should a competitor not contest a special stage or complete a target they will be debited with a target maximum time. Maximum times for each Leg will be published with the Start order for that Leg.
- (e) Progressive results will be posted during the day on the event website (www.silverfernrally.co.nz), (ChrisSport) and at the Overnight Secretariat as soon as practicable following the conclusion of each Leg's competition.
- (f) Provisional results will be posted when the last car has clocked into final control at approx. 5:45pm on Saturday 1st December 2018 at the Rally Secretariat Rotorua, on line at ChrisSport and the Silver Fern web site. Pending receipt of any inquiries they will be declared final 30 minutes later.

28.2 FINAL CLASSIFICATION

Penalties are expressed in hours, minutes and seconds. For the final results, the elapsed times on all special stages and penalties will be totalled.

The winners of the NZ Silver Fern Historic Trophy and the NZ Silver Fern Challenge will be the Competitors who have the lowest totals, the ones having the next lowest totals are second, etc.

29 SERVICING

- 29.1.1 All service vehicles are to be registered with the organiser. They must display their window identification plates (as supplied) throughout the event.
- 29.1.2 Servicing may be carried out anywhere on a road section except those areas designated in the road book, Maps and Service books as **non-service areas**. Service time will be included in target allowance. When servicing on a roadside you are to ensure that two way traffic remains available at all times. Unless within a signposted highway rest area, no roadside servicing is to be undertaken in an area where the roadway is marked at the centre line with yellow no passing line/s
- 29.1.3 There will be 60 minutes service time allowance at the end of each day prior to reporting to the overnight Parc Ferme. Competitors are permitted to report early to the Time Control at the end of Leg Parc Ferme,
- 29.1.4 Should a competitor wish to remove or be required to remove their vehicle from the Parc Ferme for repair, this will be permitted on the penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour or part thereof for any remaining hours up to a maximum penalty time of 40 minutes. These time penalties will be checked electronically from your RallySafe unit (please remember the penalties for tampering with your RallySafe unit). This penalty will commence, at the

exit Time Control, each time a vehicle is removed, or required to be removed, from Parc Ferme. The penalty will be added to a competitors overall event time. (See Appendix A)

- 29.1.5 Notwithstanding article 29.1.3 & 29.1.4 (above) competitors will be provided with two (2) overnight Parc Ferme leave passes which will enable their car to be removed from a Parc Ferme overnight for servicing. These passes can be used at any overnight Parc Ferme, they are vehicle specific and are not transferable to another competitor. While the use of the 1st card is penalty free, the use of the 2nd card will incur a time penalty of 15 minutes. (See Appendix A)
- 29.1.6 All vehicles should be back in Parc Ferme prior to the first car commencing each Leg. Parc Ferme penalty time will continue for any competitor who is late. Otherwise maximum target time penalties will be applied.
- 29.1.7 Due to the duration of the event, MotorSport NZ Schedule R Part 1 7.1 (5) is suspended. This allows a competitor to tow their vehicle for the purpose of reaching a repair location prior to entering any Control zones. It is permitted to tow to a Control zone and push the vehicle in.

30 TRAFFIC LAWS

- 30.1 Throughout the entire rally (with the exception of special stages), the crews must strictly observe the traffic laws of New Zealand. In particular;
- (a) Competitors and their service crews must always drive and conduct themselves in a manner which does not discredit the event or arouse adverse public opinion.
- b) All traffic regulations and particularly speed limits must be rigidly complied with on all road sections
- 30.2 It is mandatory for any competitor or service crew who have been issued with a traffic offence or warning notice during a rally to fully report the incident in writing with details to the Clerk of the Course, or his assistant not later than 30 minutes after their actual reporting time at the end of the Leg in which the incident occurred.
- 30.3 Should the police officer decide against stopping the driver or vehicle, they may request that the Clerk of the Course apply an appropriate penalty, subject to the following:
- (a) That the notification of the infringement is made through official channels in writing, before the posting of the final classification; and
- (b) That the statements are sufficiently detailed for the identity of the offending vehicle driver to be established beyond all doubt, as well as the place and time of the offence; and
- (c) That the facts are not open to various interpretations.
- Note: The New Zealand Traffic Regulations are contained in the Land Transport Safety Authority Booklet "The Road Code" which all competitors are expected to be familiar with.
- 30.4 Any crew, which does not comply with the traffic laws, upon being issued with an Infringement Notice, shall be subject to the penalties as prescribed in the National Sporting Code.
- 30.5 Competitors and crew shall be held entirely responsible for any accident or breach of the laws in which they may be involved and shall declare to the Clerk of the Course particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers in regard to any liability.

31. OFFICIAL NOTICE BOARDS

These will be at any of the following locations:

- | | | |
|-----------------------------|---|---------------------|
| • Documentation/Secretariat | Friday 23 rd November | Claudlands Hamilton |
| • Rally Start | Saturday 24 th November | Claudlands Hamilton |
| • Overnight Secretariats: | Saturday 24 th November - Leg 1 | Claudlands Hamilton |
| | Sunday 25 th November - Leg 2 | New Plymouth |
| | Monday 26 th November - Leg 3 | Ohakune |
| | Tuesday 27 th November - Leg 4 | Palmerston North |
| | Wednesday 28 th November - Leg 5 | Palmerston North |
| | Thursday 29 th November - Leg 6 | Havelock North |
| | Friday 30 th November - Leg 7 | Gisborne |
| • Rally Finish/Secretariat: | Saturday 1 st December - Leg 8 | Rotorua |
- On website www.silverfernrally.co.nz

32 ORGANISERS DECALS

- 32.1 A schedule of required Organisers mandatory and optional decals will be as detailed in Appendix C. Competitors are reminded to ensure these spaces are left clear for placement of these decals. Competitors will not be permitted to start at any time if the decals are not affixed in place.
- 32.2 The crew's names are to be on the rear windows. It is recommended that the flag of the country of residence be placed next to the crew names.

33 CHANGE OF DRIVER, CO-DRIVER OR VEHICLE

Changes to the driver or vehicle may be made up to thirty (30) minutes prior to the commencement of the Event. Drivers may not be changed after this time.

At the sole discretion of the Clerk of Course, it is permissible to allow a change of co-driver during an event as long as the following conditions are met:

- (a) The substitute co-driver has completed all documentation and entry requirements to the satisfaction of the Clerk of Course, and if a novice, has attended a novice briefing.
- (b) Change of co-driver can be undertaken at any time control as long as the Clerk of Course has given prior approval.
- (c) One additional co-driver may be introduced.

34 COMPETITOR INFORMATION SHEETS

Items of a general information nature will be posted on the website 'www.silverfernally.co.nz' as they become available. It is recommended that competitors regularly check this website.

35 ITINERARY

- 35.1 **The itinerary as published in the Road Book will be the definitive itinerary. Final Itinerary will be posted on the Silver Fern website once confirmed.**
- 35.2 Friday 23rd November – there will be an opportunity for an Invitational Shakedown. Please contact URG office.

36 AUTHORITIES:

The following documents have the same force and status as these Supplementary Regulations

- Entry Forms
- Written Drivers Briefing
- Road Book
- Bulletins

37 STAGE DESCRIPTIONS:

These will be posted on the website 'www.silverfernally.co.nz'.

38 APPENDIX A: SCHEDULE OF PENALTIES

NB: This table does not restrict the Clerk of the Course or Stewards to be bound solely to the penalties outlined here. They may utilise MSNZ Schedule P as appropriate.
Additional penalties of licence endorsement or suspension (Stewards only) may also be imposed as appropriate

LEGEND:

Article xxx = Supplementary Regulation Article number

A2Ax, A3Rx, NSCx = MotorSport NZ Penalties NZSF = NZ Silver Fern Penalty

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 11.1</u> (A3R.10(a)) Breach of pre –event Reconnaissance regulations	\$1000.00	Exclusion from the event Endorsement of competition licence for minimum of 12 months
<u>Article 11.2</u> (NZSF) Carriage of Pace Notes or Safety Notes or any hard copy route information not supplied by the organisers in the competing vehicle.		Exclusion from the event
<u>Article 16</u> (NSC 5) Failure to attend drivers briefing	\$50.00	
<u>Article 17.1</u> (A2A.1) Failure to present vehicle logbook or, Identity papers, or Homologation papers or, Certificate of Description or, Motorsport Authority Card, or Historic Passport when required to do so (NSC.8) Failure to produce a valid completion licence when required to do so	\$50.00	
<u>Article 17.2</u> (A2A.4) Failure to present vehicle for eligibility inspection when required to do so	\$1000.00	Exclusion from the event
<u>Article 20.2</u> (A3R.12) Failure to complete time cards during the rally		Exclusion from the event
<u>Article 20.3</u> (A3R.13) Unauthorised amendments to the time card	\$500	Exclusion from the event
<u>Article 22.1 (g)</u> (A3R.15) Failure to obey instructions of a Control Post Chief or an Assistant Clerk of Course		Exclusion from the event

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 22.2 (h)</u> (A3R 14) Failure to report to Control or Parc Ferme of a rally at due time		Addition of 1 minute to rally time for each minute of lateness, towards exclusion time only, plus addition of 10seconds to stage time for each minute of lateness.
<u>Article 22.5</u> (A3R.18) Driving wrong or opposite direction on a special stage		Exclusion from the event
<u>Article 23.1 (d)</u> (A3R.7) Blocking the passage of or preventing the passing of competition car or cars	\$500.00	Addition of five (5) minutes to the special stage time
<u>Article 23.2 (c)</u> (A3R.11) Jumping the start of a special stage 1 st offence 2 nd offence 3 rd offence		1 ST = Addition of twenty (20) seconds to stage time 2 ND = Addition of five (5) minutes to stage time 3 RD = Exclusion from the event
<u>Article 24.2 (a)</u> (A3R 19) Servicing/Repair while subject to Parc Ferme rules		Exclusion from the event
<u>Article 24.2 (b)</u> (NZSF) Safety repairs as required, specified by Rally Official or permitted whilst in Parc Ferme or regrouping zones		Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes
<u>Article 25.1</u> (A3R.16) Failure to display warning triangle when stopped in a stage	\$500.00	Endorsement of Competition Licence for a minimum of 1 month to a maximum of 12 months
<u>Article 25.2 (b)</u> (A3R.17) Failure to stop for displayed RED SOS sign or in-car electronic signal	\$1000.00	Exclusion from the event Endorsement of Competition Licence for a minimum of 12 months
<u>Article 26.1, 26.1.1 & 26.1.2</u> (A3R.22) Failure to notify withdrawal from the rally. (Includes a temporary withdrawal)	\$500.00	Endorsement of Competition Licence for a minimum of 1 month to a maximum of 12 months

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 29.1.2</u> (A3R.8) Servicing a competing vehicle in a no-servicing or no-access areas or failing to keep roadway clear for two way traffic 1 st offence 2 nd offence 3 rd offence	 \$100.00 \$500.00	1 ST = Addition of five (5) minutes to event total time 2 ND = Addition of fifteen (15) minutes to event total time 3 RD = Exclusion from the event
<u>Article 29.1.4</u> (NZSF) Removal of a competing car from Parc Ferme for the purpose of repairs (Except when using a leave pass)		Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes
<u>Article 29.1.5</u> (NZSF) Use of overnight Parc Ferme leave passes		1 st Pass = No Penalty 2 nd Pass = Addition of fifteen (15) minutes to total event time
<u>Article 30.2</u> (A3R.3) Failure to report issue of a traffic offence notice during the rally	\$500.00	Exclusion from the event
<u>Article 30.3 & 30.4</u> (A3R.4) Crew or service crew of competing vehicle receiving at traffic offence notice during the event. 1 st offence 2 nd offence 3 rd offence	 \$100.00 \$500.00 \$1000.00	 2 nd = Addition of five (5) minutes to total event time 3 rd = Exclusion from the event
<u>Article 32</u> (NZSF) Failure to correctly display vehicle identification or organisers decals		Not permitted to start/enter Control Zone until corrected. NB: time penalties may also apply for any lateness incurred

MotorSport New Zealand Technical Regulations for Historic Rally Cars**PREAMBLE:**

Schedule RH is the technical specification schedule for NZ Historic or Classic Rally cars.

The purpose of this category of rallying is to emulate, as far as possible, the rallying of vehicles built before January 1, 1987 (“the Period”) which competed in the New Zealand Rally Championship. Vehicles of that period largely comprised of FIA Groups 1 to 4, with the addition of Group Pacific, which allowed non homologated cars such as the Holden XU1 to be built to a similar level of modification as a FIA Group 4 car. The Group B “supercars” contested the latter part of this period. Group B cars were banned from WRC competition after 1986.

The philosophy reflected in these regulations is that cars shall look and perform much as they did in the period, whilst allowing sufficient freedoms as to recognise the current age of the series production vehicle and the inability to source some original components

1 GENERAL CONDITIONS

The only allowable modifications to the Series Production Vehicle are those described hereinafter. All vehicles are required to comply with the provisions of Schedule A with respect to rallies.

Proof of all “Period Modifications” must be provided and all parts must have been available in the “Period” or “homologated” in the “Period” and detailed in the appropriate FIA papers or detailed on the MSNZ (COD)

2 DEFINITIONS

COD: means the Certificate of Description as described in Part Three of Appendix Six.

Electronic: means controlled by an ECU (Electronic Control Unit) utilising data gained from sensors electronically measuring the values of engine input and output functions.

HTP: means an FIA Historic Technical Passport

Homologated: means a technical specification including all components, put forward by the manufacturer of an individual vehicle model as approved on a descriptive form issued by the FIA. Refer to FIA Appendix J article 252-2.1.8

Make: means the part(s) produced within that manufacturer’s model range. A change in model is determined by a change in model number/classification instigated by the manufacturer. The use of pattern parts is permitted

OE: means Original Equipment parts as supplied and/or fitted by the original vehicle manufacturer

Pattern part/s: means a component manufactured to replicate function and purpose of an Original Equipment part and to fit without modification

Period Modification: means any component which was homologated by any manufacturer for any vehicle of the Period and modified as authorised by the regulations of the Period

Series Production Vehicle: Means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network.

Standard: means the component/s as originally fitted to the car by the original manufacturer at the time of sale.

The Period: Means prior to January 1st, 1987

Variant: means an optional or homologated specification as provided by the original manufacturer for the series production vehicle. These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request).

3. ELIGIBLE VEHICLES.

- Vehicles must have a COD, HTP, HVIF or Overseas equivalent to be eligible. At all times the onus of proof of eligibility of the vehicle and / or components will be the responsibility of the Entrant.

3.1 The Schedule recognises cars in two categories

- **Category One:**
 - (a) FIA homologated vehicles fully compliant with FIA Appendix J Articles of the Period. Refer to: <http://argent.fia.com/web/fia-public.nsf/whistj?open&lang=a>
 - (b) Cars fully compliant with Motorsport NZ Schedule I of the Period. Specifications for rally cars competing in National, International and Pacific Series events. Schedule I is available upon application to MotorSport NZ
- **Category Two**
 - (a) Any vehicle listed as homologated by the FIA prior to 01/01/87, being either:
 - (b) FIA Groups 1 to 4 compliant (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or
 - (c) Any vehicle compliant with Motorsport NZ Schedule I of the Period (refer Category One) with a COD listing additional modifications compliant with Schedule RH
 - (d) FIA Groups A and B compliant (refer Category One)- 2WD only - with a COD listing additional modifications compliant with Schedule RH or

MotorSport NZ may at its sole discretion allow variation/s to Schedule RH where it can be established that the original component is no longer available and that the alternative component has the same mechanical function and does not provide any weight or other performance advantage (beyond reliability) over the original. All such exemptions shall be listed on the COD form.

A list of previously homologated vehicles is available on the FIA website - www.fia.com/sport.Regulations/histrally.html

4. CATEGORY TWO PERMITTED MODIFICATIONS

A vehicle may be modified to utilize the period variations within the manufacturer's model body shell.

4.1 Body Shell External

- (1) **External appearance:** The silhouette of the Series Production Car shall not be altered with the exception that the addition of Period type rear boot-lid spoilers and guard flares is permitted. These items may be constructed from an alternative material as per the Period.
- (2) **Windscreens:** Laminated screens in place of safety glass are recommended.
- (3) **Suspension tower (strut) brace:** May be installed, provided it remains removable, hence is attached by means of bolts.
- (4) **Seam welding:** Is authorised to the body shell.
- (5) **Strengthening:** Localised strengthening of the body shell is authorized provided the additional material completely follows the shape of the original part and is in contact with it.
- (6) **Underbody protection plates:** Are authorised, provided that their sole function is to protect the underside of the car from damage. Additionally, to protect the side of the car soft flexible material may be fitted longitudinally between the wheels arches provided it is contained within the body shell silhouette when viewed from above.
- (7) **Mudguards:** Guard liners may be removed. The edges of the standard guards may be folded back if they protrude inside the wheel housing. The original external shape, except for guard flares, must be retained.

- (8) External rear-view mirrors:** May be substituted.
- (9) Roof vents:** Permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10 cm
- (10) Internal appearance:**
 - (a) Body shell modifications of the Period to enable drive train and exhaust system fitment and to allow the installation of alternative mounting points for Period modifications to the rear suspension and wheel arches are permitted.
 - (b) The Interior trim is Free, excepting that the original or Period variant dashboard assembly shall be retained in its original position. .

4.2. Engine

- (1) Engine location:** The engine must be mounted in the original compartment and no body shell modifications to enable relocation are authorized. Engine mountings are free.
- (2) Cylinder Block and Crankcase:** The original make of cylinder block and crankcase from the manufacturer of the vehicle or the homologated / Period option must be employed. The swept volume of the engine must remain within the same cubic capacity class as the engine supplied by the vehicle manufacturer. Where an engine is close to the capacity limit of the class and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class. Modifications to internal components are free. The use of Titanium is forbidden
- (3) Cylinder Head:** The original make of cylinder head from the manufacturer of the vehicle or the homologated / Period option must be employed. Modifications are free. The use of Titanium is forbidden
- (4) Cooling system:** Free, providing all components are mounted within the bodywork.
- (5) Inlet and exhaust manifolds:** Free.
- (6) Induction and fuel systems:** Free, provided that the original or homologated system, i.e. carburettor or fuel injection, is retained.
- (7) Engine Management:** Computerised electronic fuel injection may only be utilised if originally fitted. In such cases the ECU is free, save that it must respect the original housing and location.
- (8) Ignition system:** Free, providing that modifications are within the Period
- (9) Exhaust system:** Free.
- (10) Engine Oil Coolers:** May be fitted
- (11) Camshafts:** Free, provided remains in original location

4.3 Transmission

- (1)** The transmission housing must be either,
 - (a) The original series production unit, or
 - (b) A recognised replica of the original production unit or
 - (c) An homologated non OE option from an alternative vehicle of the Period, or
 - (d) An alternative transmission from the same vehicle manufacturer where the alternative transmission was fitted to a series production vehicle from that same manufacturer within the Period

(2) Gear selection mechanism

- (a) Must be as per the original transmission of the Period.
- (b) The maximum number of forward gears shall be five.
- (c) Internal transmission components are otherwise free.

(3) Final drive: Free, provided that the original type of axle housing must be retained.

(4) Limited Slip Differential: Free, provided that actuation must not be by electronic or external hydraulic means.

(5) Clutch and flywheel assemblies: Free

4.4 Suspension

(1) Springs and dampers: Free, provided that the original or homologated type (eg; Macpherson strut, leaf spring etc.) is retained. Where coil over type rear suspension is fitted it is permitted to remove the original leaf spring.

(2) Remote gas canisters type dampers (shock absorbers) are not permitted.

(3) Anti-roll bars: Free to be added, removed or substituted.

(4) Suspension Bushes: Free

(5) Rear axle location may reflect Period modification. i.e.; it is allowed to utilise four trailing link rear axle location, Panhard Rod, Watts Linkage etc.

4.5 Brakes

(1) Dual circuit braking systems are permitted, as is the installation/ removal of vacuum power assistance.

(2) Brake lining material and hydraulic hoses are free.

(3) Drum brakes may be replaced by Disc brakes. Rotors must be constructed only of ferrous material.

(4) Pedal boxes enabling adjustable brake bias are permitted.

(5) Hydraulic handbrakes are permitted

4.6 Steering System: Free

4.7 Electrical system: Free

4.8 Road Wheels & Tyres

(1) Wheel diameter may be varied by no more than two sizes up or down from the manufacturer's specifications. Otherwise, wheels are free.

(2) Tyres: Free

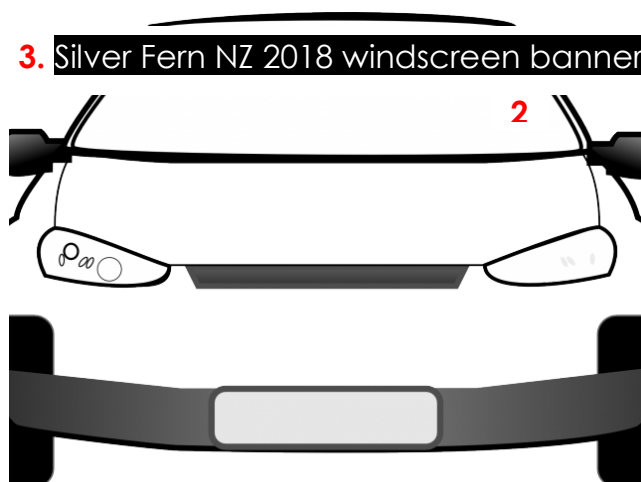
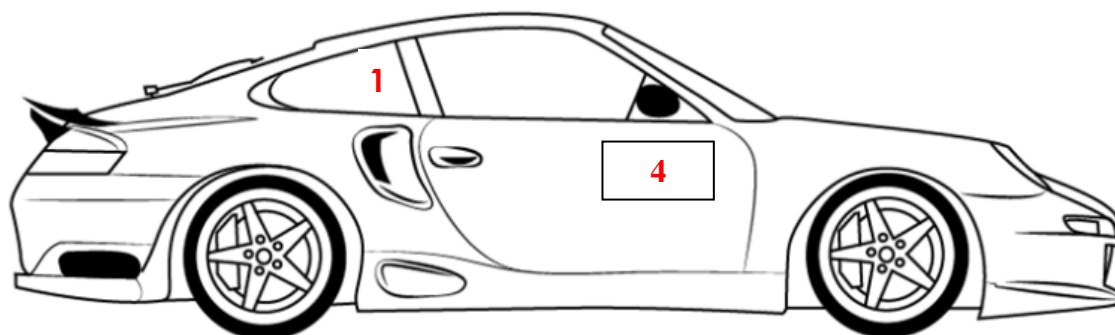
5 Minimum weight:

The following scale of weights represent overall minimum weights of cars as they cross the finish line, fuel weight deducted:

Capacity	Weight (Kg)
Up to 500cc:	495
“ “ 600cc:	535
“ “ 700cc:	570
“ “ 850cc:	615
“ “ 1,000cc:	655
“ “ 1,150cc:	690
“ “ 1,390cc:	720
“ “ 1,600cc:	775
“ “ 2,000cc:	845
“ “ 2,500cc:	920
“ “ 3,000cc:	990
“ “ 3,500cc:	1,050
“ “ 4,000cc:	1,115
“ “ 4,500cc:	1,175
“ “ 5,000cc:	1,225
“ “ 5,500cc:	1,280
“ “ 6,000cc:	1,330
“ “ 6,500cc:	1,365
“ “ 7,000cc:	1,405
“ “ 7,500cc:	1,425
“ “ 8,000cc:	1,445
Over 8,000cc:	1,530

SILVER FERN 2018 LIVERY PLACEMENT

Please see the diagram below for placement of official decals. This confirms the decal requirement as stated in the Supplementary Regulations.



	Item	Location	Size (mm) H x W	Comment
1	Competition Number	Left rear windows	205 x 90	Competition number to be located on both rear side windows
2	Competition Number	Windscreen	145 x 85	Windscreen competition number (orange) to be located on the top of the windscreen on the Co-Drivers side of the vehicle.
3	Windscreen Banner	Windscreen	Full screen width & 100mm deep	Silver Fern NZ 2018 windscreen banner (black). To be located on the top position of the windscreen. No other signage to be located in this area. If a windscreen is not fitted, the forward position of the vehicle may be acceptable on application to the organizer.
4	Official event decal	Front doors	250 x 430	To be located on the foremost part of each front door, or in the case of vehicles without doors, to the side of the vehicle and adjacent to the location of the Crew and the bonnet.

Drivers Names / Country Flag can be positioned on, either both rear side windows, or on both front guards.

41 APPENDIX D

Changes to Supplementary Regulations Part 1

1 Jurisdiction – This event is a ‘Blind Rally’ refer to Motorsport Manual 36 Sch R Part 1 Art 8

Motorsport NZ Permit Number 180465 (National Rally) (FP)

2.1 Key Officials

Clerk of the Course	Wayne Barnard
Deputy Clerk of the Course (in field)	Jim Anderson
Base Manager	Naomi Barrow
Assistant Clerks of the Course	Euen Burke Robin O'Connor Allan Coker Rob Berridge
Secretary of Event	Raewyn Anderson (0212429095)
Scrutineer/Accident Investigator	Andy Culpin
000 Safety (STMS)	Warren Watts (STMS Level 1 - 40874)
Competition Relations Officer(s)	Jim Scott (021 811 787)
MotorSport NZ Stewards	Kelvin Booth / Graeme 'Robbo' Robertson
Chief Medic	Grant Hirst
Judges of Fact <ul style="list-style-type: none">• Crew Identification• Noise & Servicing	Onsite Targa Officials Onsite Targa Officials
Organising Committee	Peter Martin, Victoria Main, Wayne Barnard, Trevor Carswell
Address and contact phone for all matters pertaining to The Silver Fern Rally are: Silver Fern Rally, PO Box 499, Drury 2247 Ph: 09 298 8322 Fax: 09 298 8266 Email: info@silverfern.co.nz	

3.3 Leg 1 of The Silver Fern Rally is also the complete event for the Handy Rentals Rally of Waitomo.

5.1.1 Entries for this event will close at the start of Documentation 23rd November – subject to the Clerk of Course discretion.

5.3 Service Crew registration is \$150 per vehicle for any extra vehicles.

11.2 Change Motorsport Manual reference to Manual 36 Sch R Part 1 Art 8

13 No accommodation packages are available – Competitors are to source their own.