

## **4.3 RACING BLUEPRINT**

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## **PART ONE - INTRODUCTION**

### **PREAMBLE**

MotorSport NZ is both the Internationally and Nationally recognised National Sporting Organisation for four-wheel motorsport in New Zealand.

As part of its aims and objects, MotorSport NZ is charged with providing the sport with a clear strategic direction.

During 1999, the Executive and its Advisory Commissions sought input from the motorsport community at large to enable **Towards 2010** and this **Blueprint** to be developed.

**This Motor Racing Blueprint covers all aspects of motor racing. It does not cover the Historic and Classic classes specifically as a separate Blueprint addresses their needs. However, Historic and Classic vehicles, complying with Schedule A can take advantage of aspects of this Blueprint.**

### **SCOPE**

This **MOTOR RACING BLUEPRINT** has been compiled with assistance from the Race Advisory Commission and the Circuit Owner/Operator Group who in formulating this plan took cognisance of the following:

- The need for a clear structure for motor racing throughout New Zealand
- A requirement that each vehicle class (type) needed a development plan and/or life span
- A desire to establish an easily understood criteria for competition at the various levels
- The need to create certainty regarding the future of the current (1999) vehicle classes to either;
  - (a) Enable classes to retain existing competitors and entrants and to increase the size of their fields, or
  - (b) To plan for the amalgamation of those classes within other class structures.
- The fact that direction needs to be provided for competitors as to potential career paths
- A desire to create vehicle classes at defined and identified cost levels
- The need to offer spectator appeal and promotional opportunities at the top end of the spectrum and yet retain a strong clubmans level competition base as the foundation for future growth.

- A requirement that the needs of the circuits be recognised.

Against these ideals it was noted that:

Motor racing event permits represent approximately 11% of all permits issued annually.

**Motor racing activities currently account for approximately 56% of the sports income and 41% of its expenditure. However changes made to fee structures at the 1999 AGCM (52nd Annual General Council Meeting) were projected to remedy the imbalance in future accounts.**

New Zealand enjoys one of the best ratios of circuits to competitors of anywhere in the world. But while enjoying this advantage each of the circuits is financially vulnerable with ever increasing costs of venue maintenance, circuit safety compliance and spectator facilities balanced against often restricted opportunities for income due to circumstances outside of their direct control. [eg. Environmental noise restrictions, Resource consents etc.]

Population demographics are not honoured in the geographic distribution of our permanent circuits.

Motor racing, like the rest of the sport, is under financial pressure. Sponsorship, competition budgets and spectator revenues are all difficult to secure and maintain. Yet, they are crucial to the on going viability of the sport.

Media perception of motor racing ranges from good to very poor but all support the concept that we needed to create 'STARS' in 'CARS.'

Notwithstanding these mixed perceptions motor racing is very healthy in a number of classes.

## **THE FUTURE**

### **INTERNATIONAL**

MotorSport NZ is committed to the retention of International events, however in this consideration it is mindful that such events are only possible with sound financial backing from the Corporate sector of the community. Through its promotional company Motor Race NZ Ltd and the circuit owning /operating clubs [who are all shareholders in Motor Race NZ Ltd.] MotorSport NZ will continue to provide support for such initiatives.

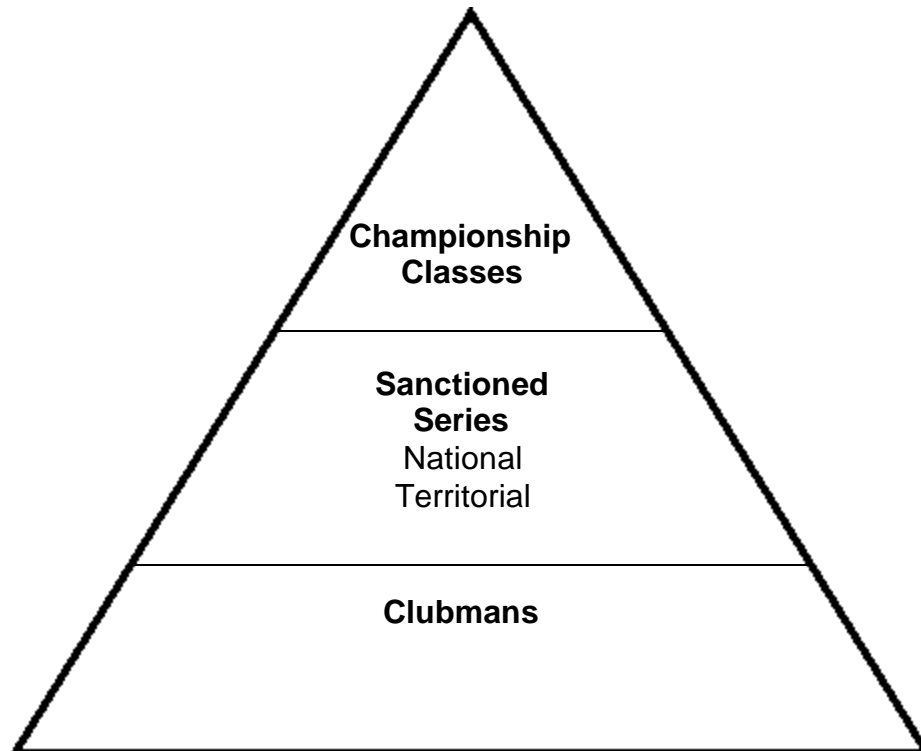
The Tasman Visa agreement with Australia has allowed an interchange of competitors to National grade competition events. Initially this agreement was restricted to Championship classes only, however MotorSport NZ has agreement from CAMS for this to be extended.

With the developing Asian motorsport competition, calendar opportunities will be investigated to develop similar agreements with other countries in the Asia Pacific area.

**NATIONAL**

In establishing this **Motor Racing Blueprint**, we focus on the ‘CARS’ concept, as the ‘STARS’ are covered elsewhere in the general text of **Towards 2010**.

Vehicles (cars) are considered in two distinct **Groups**, Single Seaters and Closed Vehicles, and in three **Categories**, Championship, Sanctioned Series and Clubman. Criteria have been established for access into and retention of **Category** status to ensure that all involved make best endeavours to present a racing class that can capture the support of competitors, entrants, sponsors and spectators.



## PART TWO - CHAMPIONSHIPS

### 1 CHAMPIONSHIP CRITERIA

The following criteria will be incorporated into the appropriate Appendices and Schedules that are linked to the National Sporting Code of MotorSport NZ. This Blueprint highlights an overview of the requirements to enable readers to gain a comprehensive understanding of the various status levels.

The criteria addresses the following issues:

- Class requirements.
- Circuit requirements.
- Promoter/ Sponsor requirements.
- Event Officials requirements.
- Media expectations and requirements.
- Competitor requirements.

#### 1.1 Class Requirements

The current requirements (as detailed in Motorsport Manual #28) state a minimum of (8) eight bona fide entries to constitute a Championship.

**From 1/8/2000, the minimum requirements shall be (15) fifteen bona fide entries at the first scheduled round to constitute a championship.**

**In addition, (15) fifteen entries must be maintained for at least 75% of all scheduled rounds of the Championship for MotorSport NZ to consider Championship status for a further season without giving consideration to the class regulations and or the number of rounds.**

**Unless special circumstances prevail, all Championships shall be contested over a series comprising a maximum of eight (8) and minimum of two (2) meetings.**

#### 1.2 Circuit Requirements

Each circuit shall hold a current circuit licence of at least the National Grade specified in Appendix One Schedule Y.

All Championship rounds shall be conducted in accordance with the National Sporting Code, its Appendices and Schedules.

The circuit safety regulations as contained in Appendix One Schedule H shall be adhered to.

### **1.3 PROMOTER/ SPONSOR REQUIREMENTS**

The member club hosting a Championship round shall, upon issue of the Event Permit, undertake to provide full cooperation to the MotorSport NZ approved Championship Promoter and ensure that the Championship Sponsor(s) are accorded every opportunity to enhance their sponsorship opportunities.

All Championship Sponsor(s) logos shall be displayed in official publications and opportunities given for appropriate circuit signage to be displayed, in accordance with circuit safety dictates and honouring the sponsor contracts that exist.

### **1.4 EVENT OFFICIALS REQUIREMENTS**

MotorSport NZ shall in accordance with the National Sporting Code appoint officials to oversee the Meeting and any Rounds of its Race Championships. Where such officials are appointed, it is the responsibility of the organising club to ensure that facilities exist for the officials to conduct their duties in a professional manner.

MotorSport NZ shall publish, from time to time, a detailed set of requirements.

### **1.5 MEDIA EXPECTATIONS AND REQUIREMENTS**

MotorSport NZ, in conjunction with its contracted PR Consultant, shall maintain an accreditation program for Media and Photographers. Media and Photographers so accredited shall be given appropriate access to all Meetings at which Championship Rounds are run.

MotorSport NZ shall publish, from time to time, the criteria for gaining and maintaining accreditation along with the on event requirements such as Media facilities and equipment needs.

### **1.6 COMPETITOR REQUIREMENTS**

Competitors (Entrants and Drivers) are bound, by virtue of the issue of a MotorSport NZ competition licence, to abide by the National Sporting Code Appendices and Schedules of MotorSport NZ. In addition these, through the Championship Articles (as part of Appendix Four Schedule One) bind the competitor to assist in the overall promotion of the Championship. Such requirements will be detailed in the Articles.

## **2 SINGLE SEATERS:**

### **A: FORMULA HOLDEN**

This is an Australian based Formula that provides, in relative financial terms, a convenient first step towards the offshore International competition ladder.

The cost of ownership, preparation and maintenance of these vehicles is considered to be at the top end of sustainability for either an Australian or New Zealand based entrant.

The New Zealand economy today can not support a local base of sufficient entrants to establish a stand alone class structure (ie - a minimum of 15 cars).

Interest remains high for the continuance of a “bring in” field in which our rising stars can either lease a drive or, with local entrants support, run a car to contest a two round four race series.

These factors lead us to conclude that the class is viable on this basis alone and will continue to be accorded and/or feature:

- **GOLD STAR Championship status**
- **The NZ GRAND PRIX title**
- **The DENNY HULME MEMORIAL TROPHY**
- **The BRUCE MCLAREN TROPHY**
- **The AUSTRALASIAN TROPHY**

Through joint ventures supported by both MotorSport NZ and CAMS (the Confederation of Australian Motor Sport) the prestigious **TASMAN CUP** will be contested over a series of events.

Annually in May MotorSport NZ shall announce the confirmation of the status of this class on a three-year rolling basis. Such announcement will take into account the sustainability and all other relevant factors.

**To establish the process, this Blueprint signals the class being accorded the above status until at least the conclusion of the 2002/2003 race season, save for force majeure.**

**B: FORMULA FORD**

This Formula gained NZ Championship status in 1972. It is based around the 1600cc 'Kent' series Ford engine within a tubular steel chassis.

It features fully adjustable suspension that encourages competitors to learn the art of chassis and suspension tuning in order to gain the best competitive advantage.

Since its inception it has been the breeding ground for a vast number of talented competitors who have gone on to higher planes in the International arena.

The cost of ownership, preparation and maintenance of these vehicles is considered to be in the middle level of sustainability in New Zealand and as a consequence this class continues to enjoy a sound base of competitive cars.

Over the last ten years a number of reviews have been conducted to assess what other formula exists that could assume this middle level sustainability. The major concern prompting such reviews has been the on-going availability of engines and engine spares.

To date no Formula has been identified that could either equal or surpass the performance and cost effectiveness of the current cars without lifting the middle level cost sustainability.

Consequently Formula Ford will continue to be accorded:

➤ **MotorSport NZ Championship status**

In conjunction with the Formula Ford Association (being a member club) the Race Commission is charged with identifying, prior to the conclusion of the 2002/2003 race season, either:

- (a) Ongoing supply of "Kent" engines including spares, or
- (b) A replacement engine (preferably of Ford origin), or
- (c) A replacement formula.

**In the intervening period this Blueprint signals the class being accorded the above Championship status until at least the conclusion of the 2002/2003 race season save for force majeure.**



## **C: FORMULA FIRST (VEE)**

This Formula gained NZ Championship status in 1975. It is based around the engine, trans-axle and front suspension of the 1200cc Volkswagen. Its chassis is of tubular steel construction, built to basic designs that are able to be replicated by most handymen/ tradesmen in the home workshop.

The major emphasis is on driver ability, not chassis tuning. It is an excellent entry level Formula for competitors to gain experience in race craft while contesting a closely competitive series of races.

The cost of ownership preparation and maintenance of these vehicles is considered to be at the entry level of sustainability in New Zealand and as a consequence the Formula continues to enjoy a strong base of cars.

The Formula Vee Association ( a member club) maintains a very good relationship with all the Formula competitors and entrants providing a social environment for sharing of expertise and camaraderie.

Over the years, the Formula has received more than its fair share of criticism regarding its use of allegedly outdated mechanicals.

However it is MotorSport NZ's view that if the critics took the time and effort to analyse the facts they would conclude that its simplicity and reliability have worked strongly in its success as an entry level formula.

Reviews have been conducted from time to time as to whether a better formula meeting the entry level requirements should be considered, particularly in recognition that the 1200 Volkswagen components are dated.

To date no Formula has been identified that could equal or surpass the cost effectiveness of the current Formula without lifting the entry level cost sustainability beyond what is believed to be a reasonable level.

Consequently, Formula First will continue to be accorded:

➤ **MotorSport NZ Championship status**

In conjunction with the Race Commission, the Formula Vee Association is charged with identifying, prior to the conclusion of the 2002/2003 race season, either;

- (a) On-going supply of 1200 Volkswagen spares, or
- (b) Replacement mechanical componentry, or
- (c) A replacement formula.

**In the intervening period this Blueprint signals the class being accorded the above Championship status until at least the conclusion of the 2002/2003 race season, save for force majeure.**

### 3 SALOONS:

#### A: TRANZAM

With the commencement of the 1994/1995 race season our V8-engined Sports Sedans changed to the American based SCCA regulations with the vision of establishing a Championship field of such cars able to be supplemented by American teams visiting New Zealand in their off season.

Its vision was realised in the first two seasons due mainly to a large (by New Zealand standards) financial support package brokered by the then Chairman of Motor Race NZ, Mr Greg Lancaster.

Despite this sound start further growth has not occurred and with the extensions to the length of the American race season, NZ v USA currency values and a down turn in the overall economy the class has struggled to reach the minimum number of Championship entries.

The cost of ownership, preparation and maintenance of these vehicles is considered to be at the top end of sustainability in New Zealand. Given that there is already another saloon car class at a similar cost level it is arguable as to whether the motorsport community can sustain both at a Championship level however support from both the competitor and commercial sectors tends to indicate that it can be achieved.

The entrants of TraNZam cars have recently formed a company to promote and encourage new entrants to invest in the future of the class. This is encouraging and warrants support. In the time since its formation the company has established an agreement with Motorsport NZ thereby ensuring a quality field of cars meeting the championship requirement of 15 cars at each round.

Consequently TraNZam will be accorded:

- **MotorSport NZ Gold Star Championship status for the 2000/2001 season.**
- **And subject to the conditions of the agreement being maintained Gold Star Championship status until at least the conclusion of the 2002/2003 race season, save for force majeure.**

## **B: TOURING CARS (2.0 LITRE)**

New Zealand has pioneered regulations for production cars and touring cars since the early 1970's. Our regulations have been uplifted in other countries either in part or in total. The current regulations (Schedule S) were introduced in the 1992/1993 race season with two main class breaks 0-2000cc and 2001-5000cc. At the commencement of the 1995/1996 season it was announced that the 2001-5000cc class would be discontinued from 1996/1997.

The Schedule S regulations were compiled to;

- Follow the FIA Group N principles yet limit costs.
- Incorporate the (then ) NZ based vehicle assembler needs.
- Create a potential showcase for the NZ Motor Industry.
- Encourage both professional and amateur vehicle builders.
- Provide close racing.

The cost of ownership, preparation and maintenance of these vehicles is considered to be at the top end of sustainability in New Zealand and all endeavours must be made to discourage any further regulation freedoms that would result in cost escalations.

With the shut down of the CKD assembly operations by the motor vehicle industry in New Zealand competitors and entrants felt the downstream effect of no financial and limited technical support. Market conditions have started to stabilise (albeit at a different level) and given the global interest in the FIA Super Production regulations interest is now gradually returning.

The 1999/2000 Schedule S regulations have been expanded to encompass the FIA Super Production regulations thereby allowing for such vehicles to run in tandem with the existing Schedule S cars.

There is a feeling of optimism that the introduction of FIA Super Touring and a carefully constructed grand fathering of existing Schedule S specification cars will witness a resurgence of the competitor support. This will go hand in hand with the development of an identical class in Australia and the potential for Trans Tasman competition.

Consequently Touring Cars (2.0 Litre) will continue to be accorded;

### ➤ **MotorSport NZ Championship status**

In conjunction with the entrants in this class, the Race Commission is charged with identifying, prior to the conclusion of the 2001/2002 race season;

- (a) Assurances from FIA and Vehicle Manufacturers that sufficient vehicles from the range of manufacturers will be submitted and accepted into Group N Homologation, and
- (b) Clarification of the dates when;
  - (i) No further log books will be issued for cars built to the existing Schedule S regulations, and
  - (ii) Existing Schedule S cars will become ineligible to run in this class. Note: It is envisaged that this would be three seasons after the date established in (i) above.

**In the intervening period this Blueprint signals the class being accorded the above Championship status until at least the conclusion of the 2002/2003 race season save for force majeure.**

### **C: V8 TOURING CARS**

Introduced for the 1995/1996 race season as a promotional class, championship status was allocated the following season.

The philosophy behind this class (originally named Tranzam Lights) remains as;

- To provide a stable, controlled, class that encourages the development of drivers' skills by creating an environment which focuses on the importance of 'chassis tuning' and race craft as opposed to engine horsepower.
- To provide a class that enables the opportunity to compete on equal terms in either a Holden or a Ford.

The cost of ownership, preparation and maintenance of these vehicles is considered to be in the middle level of sustainability in New Zealand and as a consequence the class is still in a growth period currently favouring the building of the Holden derivatives.

Given that the Ford derivative was only introduced in the 1998/1999 race season the anticipation is that the mix of Holden to Ford will change and begin to equalise in time.

The class has already undergone a model face lift phase, designed to keep the face of the class as up to date as possible but without raising the middle level cost concept.

It is recognised that further face lifts will need to occur in the future at which time there will be sufficient cars and potential interest to structure a two tier Championship.

- ie Cars with new face lift styling = Class One
- Cars with previous styling = Class Two

Consequently V8 Touring cars will continue to be accorded;

➤ **MotorSport NZ Championship status**

In conjunction with entrants in the class, the Race Commission is charged with identifying, prior to the conclusion of the 2002/2003 race season;

- (a) A date when a further face lift styling is introduced.
- (b) A commencement date for the Class Two segment.

**In the intervening period this Blueprint signals the class being accorded the above Championship status until at least the conclusion of the 2002/2003 race season save for force majeure.**

**D: MINI SEVEN**

This entry level saloon car formula ran in the North Island as a series for a number of years before ascending to Championship status in the 1985/1986 race season. A strong Christchurch base saw the class gain a very competitive North v South challenge concept and always ensured close exciting racing.

The rise of this class also heralded the start of sound club management of class racing with the Mini Seven Association of New Zealand Inc (a member club) assisting with all aspects of Championship management.

In recent times the introduction of other classes of a similar cost structure has tended to divert potential competitor and entrant interest to the stage where the strong North and South Series had weakened.

Annually a two round NZ Championship has been held to keep the North v South challenge alive and also to provide entertaining racing.

With the introduction of the Sanctioning of Series by MotorSport NZ in 1997 a number of strong classes have started to emerge with bases (clubs) in both Islands. This is a very encouraging pattern of a Series in each Island, aimed at the competitors resident in the Island, who then all come together for one or two rounds to find the overall champion.

The Mini Seven clubs are well aware of the challenges they now face from other classes for this MotorSport NZ Championship status and have demonstrated their ability to continue supporting the championship with large numbers and quality racing. While this continues their status remains.

Consequently Mini Seven will be accorded;

- **MotorSport NZ Championship status until at least the conclusion of the 2002/2003 race season, save for force majeure.**

#### **4. TRUCKS**

With the assistance of Trucking Magazine, Truck Race Promotions and the Trucking Industry at large, this new style of racing burst onto the Championship calendar in 1990. It brought with it a new group of motorsport competitors and introduced another spectator base to mainstream motorsport.

Since its inception it has enjoyed a large media following and has witnessed a regular interchange of competitors from both sides of the Tasman Sea.

The class has not always found favour with the circuit owners, due to the potential damage to track surfaces with the weight of the racing truck. Nevertheless the promotional opportunities have generally overcome any problems.

The cost of ownership, preparation and maintenance of these vehicles is at the top end of sustainability in New Zealand, however the level of Truck Industry support, spectator appeal, coupled with competitor and entrant dedication, ensures the class on going viability.

Consequently truck racing will continue to be accorded;

- **MotorSport NZ Championship status**

Annually the Race Commission, after consultation with the Truck Racing Association Inc (a member club), shall announce the confirmation of the status of the class on a three year rolling basis. Such announcement will take into account the sustainability of the class and all other pertinent factors.

**To establish the process this Blueprint signals the class being accorded the above status until at least the conclusion of the 2002/2003 race season save for force majeure.**

## **PART THREE - SANCTIONED SERIES**

### **A: OVERVIEW**

One of the major criticisms levelled at motor racing is the proliferation of small classes, with small grids and old vehicles.

Sanctioning provides all classes, currently operating, stand-alone races along with protection under the National Sporting Code.

Sanctioning also challenges existing classes to consider amalgamation with other classes to enhance the spectator appeal, or, to simply move down to the base of the pyramid (clubmans level).

### **B: EXISTING CLASSES**

The following classes currently running series (excluding those running Championships) are:

- Formula Libre.
- HQ Racing.
- Muscle cars.
- OSCA.
- Porsche.
- Pre 65.
- RX7-North Island.
- RX7-South Island.
- Sports Saloons.
- SS 2000
- Super Minis
- SCANZ

Some of the above classes are currently being organised under Sanctioning Permits.

With the focus of Motor Race NZ being on developing Events associated with Championship classes, sanctioning offers competitors, promoters and circuit owners the opportunity of establishing meetings to promote Sanctioned Series Events.

This will underline the status of our Championships and establish a clear development path from Clubmans racing through to the Championships.

### **C: CRITERIA**

## **1 For Existing Classes**

MotorSport NZ with the publication of Motorsport Manual #27 introduced “Standing Articles for Sanctioned Series” and in the National Sporting Code created regulations to empower the relevant officials appointed by the member club acting for the particular class. These form the basis of the sanctioning criteria.

Additionally MotorSport NZ shall take into account the following when considering the issue of a Sanctioning Permit.

- (a) The ability of the member club, applying for sanctioning, to ensure that at least 15 cars of the type eligible under the Series articles contest a minimum of 75% of the planned races.
- (b) That the circuits support the races planned for their venues.
- (c) For Nationwide Series - that at least five circuits are involved in the Series.
- (d) For Territorial Series - that at least two circuits are involved in the Series.

## **2 For New Classes (not identified in B above)**

The Executive has determined in addition to the criteria applicable in 1 above, that no new classes will be sanctioned neither will a circuit be authorised to run [without sanctioning] new classes unless;

- The body styling is less than 10 years old.
- The economics of such class fits into the cost sustainability level of :-
  - Entry level, or
  - Middle level (approx \$50000.00), or
  - Top level (above \$60000.00).

**NOTE:** The economics of any proposed new Top level (above \$60000.00) class must be backed by a detailed support package with a minimum contracted term of three years, documented at the time of Permit application.

- The establishment of a new class is clearly recognised as being for the long-term benefit of the sport.
- The class has successfully run as a separate category in a clubmans field in the previous season.



## **PART FOUR - CLUBMANS**

### **CRITERIA**

The base level of motor racing is very healthy. Participation statistics show steady annual growth. However, there are many competitors who are currently not competing as they contend that too much emphasis is placed on class racing as opposed to time bracket racing.

The place for class racing is at Sanctioned Series level where there are Technical staff to ensure eligibility regulations are adhered to and the level of Event Officials are best able to resolve any disputes.

Clubmans racing must focus on the KISS (Keep It Simple Stupid) principle. Vehicles need only comply with the basic Safety Regulations (Schedule A) and the emphasis is strongly placed on racing for enjoyment.

By staying with time bracket racing, we provide all competitors the best opportunity of both learning and up-skilling their race techniques.

The Executive have set policy guidelines determining that outside of the categories and or classes outlined in this blueprint all other motor racing will be structured on time bracket classification. This provides close racing for a varied selection of vehicles where the emphasis is on the development of race craft without excessive financial expenditure. It also provides opportunities for current and potential event officials to gain valuable experience in event management.

**Consequently, MotorSport NZ will, through its Race Advisory Commission and Event organisers encourage:**

- **The elimination of class racing from Clubmans events.**
- **The establishment of simple time bracket racing.**
- **The continuation of training opportunities for event official**