

NIERDC ROUND 1 – Taupo Motorsport Park

Saturday 9th May 2026

WRITTEN DRIVERS BRIEFING

Please take a few minutes to read these briefing notes. This briefing is issued to assist in the running and management of the event. If you have any inquiries regarding the Event your first point of approach is the Competitor Relations Officer (CRO).

If you are a New Driver, then you must attend the **NEW DRIVERS** briefing at 9-30am on Saturday 9th May in Race Control, Level 2 of Race Control Building.

As this is a Motorsport New Zealand Accredited Championship Meeting, please ensure that yourself & team are fully aware of an additional regulations that are covered in the ACCREDITED SPORTING AND TECHNICAL REGULATIONS GOVERNING THE 2026 - NORTH ISLAND 1 HOUR ENDURANCE SERIES.

CIRCUIT INFORMATION:

Lap Length: 3.3 km

Safety Car Control Line: Turn 14

Red Flag Control Line: In front of Grid 15

COMPETITOR RELATIONS OFFICER CONTACT DETAILS:

Should you require any assistance during the Event your first contact is the CRO.

Wendy Metcalfe: 021 423 234

ENTRY TO THE CIRCUIT:



PIT LANE EXIT 1: Entry to the Circuit will be from the Assembly Area located at the at the beginning of each session.

When exiting the pit lane, vehicles leaving the Pit Lane shall not cross the painted line separating the acceleration zone from the circuit



PIT LANE EXIT 2: Once your Session or Race has commenced you must use the Alternative Pit Exit when exiting the Pit Lane, this will be controlled by red and green lights mounted at track level on **DRIVERS RIGHT** of Pit Exit. You must obey these lights.

There is also a set of blue lights at Pit Lane Exit these are for Drivers entering the Circuit from the Pit Lane to indicate another vehicle is traveling down the front straight at the time you would be entering the Circuit.

FUEL AND WASTE OIL:

Competitors are reminded of MSNZ requirements for the storage and handling of Fuel, there is an overnight fuel storage shipping container located in the Container behind the workshop compound near the tunnel. Fuel is not to be stored overnight in pit garages.

Ethanol based fuel: If you are running ethanol-based fuel such as E85 / E50, **please let the CRO know** so they can let our Fire Marshals on the Circuit know.

Li-Ion Batteries: Lithium Ion (Li-Ion) batteries are becoming more common in race cars. They have the advantage of being lightweight compared to the equivalent Lead Acid battery. Whereas the batteries have their advantages they also have their drawbacks. One such drawback is the risk of a thermal runaway where due to overcharging or damage, the battery overheats and eventually may catch fire. Although rare, it does occur. When the battery catches fire they are very difficult to extinguish.

To help rescue crews at MotorSport NZ events identify cars fitted with Li-Ion batteries, you are required under Schedule A Part One Article 5.5 (5) (a) to have a sticker (shown below) installed adjacent to the competition number on each side of the car if you have an Li-Ion battery installed.



These stickers are available through the Motorsport NZ office or Documentation Office

<https://store.motorsport.org.nz/product-category/safety/>

There are Waste Oil containers located alongside the scrutineering shed this is for waste oil only. A reminder that car parts or waste oil is not to be dumped into the rubbish bins.

EVENT WITHDRAWAL:

If you are withdrawing from the Event, it is essential that you notify the secretariat, which is located at the bottom of the race control tower.

TAUPO INTERNATIONAL MOTORSPORT PARK:

Power leads in pit area/garages must be positioned as to not be a trip hazard.

No jacks are to be placed on the tar seal without timber footplates.

No mechanical repairs are to be completed without a full "drop sheet" placed under vehicle.

CIRCUITSIDE PITS:

Pit Lane and Wall: You are reminded that this is not a spectating area & any team supporters are encouraged to use the public spectating areas during all sessions.

No more than three (3) crew members are permitted on the pit wall at any time. All handheld devices must be kept within the catch fencing & not protrude out of any catch fencing.

No equipment may be placed on the Signaling Wall.

FLAG POINT LIGHTS LOCATED AROUND THE CIRCUIT:

The Alitrax Circuit Lights System is installed at ten (10) Flag Points and above the Start Line.

If a Safety Car is deployed during racing the alternating yellow lights will come on and SC will illuminate on the Flag Point Light arrays. In the event of failure of the lights system, flags will be used.

FLAG POINT ZONES:

Flag point zones are marked with blue marker pegs at intervals around the Circuit, please familiarize yourself with these zones, this is where the no passing zone begins in the case of yellow lights/flags. If you inadvertently pass someone under a yellow light, you have one lap to redress as per the current MSNZ manual.

RACE INQUIRIES:

Should you feel that you need to lodge an inquiry because of an incident or action by another Competitor, it is recommended that you contact the CRO and complete an Inquiry Form.

Inquiries into any part of a race may be lodged with the Clerk of the Course, on the Race Inquiry form within thirty (30) minutes after the completion of the race concerned.

RED FLAG PROCEDURE:

In the event of a RED FLAG during **Practice/Qualifying** the Red Lights will come on around the Circuit, REDUCE SPEED IMMEDIATELY and return to the Pit Lane. If there is remaining time in your session after the Circuit is cleared, you will be released with a Green Light at Pit Exit.

In the event of a RED FLAG during **RACING** the Red Lights will come on around the Circuit. You must STOP RACING IMMEDIATELY and proceed to the Red Flag Control Line at Grid 11 with no passing. Line up in single file to await further instructions.

CIRCUIT LIMITS:

Drivers must use the Circuit at all times. For the avoidance of doubt, the white lines defining the Circuit edges are considered to be part of the Circuit, but the kerbs are not.

A Driver will be judged to have left the Circuit if:

All four (4) tyres of the vehicle are outside the white lines defining the Circuit edges,



Acceptable



NOT Acceptable

Should a vehicle leave the Circuit the Driver may re-join, however this may only be done when it is safe

to do so and without gaining an advantage or interfering with any other Competitor.

A Driver may not deliberately leave the Circuit without justifiable reason.

TURN TWELVE (12) REQUIREMENTS:

- Competitors must adhere to the defined Circuit by making a Left Turn at TURN 12.
- An alternative route has been created if Drivers overshoot the entry to Turn 12. This provides Drivers the ability to avoid undertaking the action of doing a U-turn and driving towards oncoming traffic to re-enter the Circuit. This alternative entry may only be used when overshooting the entry to Turn 12 and the Driver must give way to all traffic entering the pits from the Circuit.



MECHANICAL FAILURE:

Should this occur move off racing line and park as far off the Circuit as possible – DO NOT get out of your Car unless there is a Fire, you must also indicate with the “**Thumbs Up**” signal if you are Medically OK, follow instructions given by Officials.

If dropping oil, it is essential you do not continue around Circuit. If it is not possible to get the vehicle clear of the Circuit, remain in the vehicle and await instructions from a rescue/flag marshal. You must obey all instructions given by Officials.

Flag points have fire extinguishers, for you to use, if required

RED FLAG PROCEDURE:

In the event of a RED FLAG during **Practice/Qualifying** the red lights will come on right around the Circuit, REDUCE SPEED IMMEDIATELY and drive at a safe speed to enable you to stop suddenly if required and return to the Pit Lane. If there is remaining time in your Practice or Qualifying session after the Circuit is cleared, you will be released with a green light at Pit Exit.

In the event of a RED FLAG during **RACING** the red lights will come on right around the Circuit. You must STOP RACING IMMEDIATELY and drive at a safe speed to enable you to stop suddenly if required and proceed to the Red Flag Control Line at Grid 15 with no passing. Line up in single file to await instructions.

SAFETY CAR RESTART PROCEDURE:

When the Safety Car turns off its flashing lights and accelerates away from the field to return to Pit Lane.

- The lead vehicle will maintain the speed set by the Safety Car prior to it turning off its flashing lights until the signal to restart is given.
- All weaving must stop and no erratic acceleration or braking, nor any other maneuver likely to impede other competitors is permitted.
- Drivers must maintain a single file behind the lead vehicle.
- The Race will recommence when the signal to restart (green light or flag) is displayed.
- When the signal to restart is given all Flag Points will immediately extinguish the light(s) of the signal light system and/or withdraw their yellow flag and "SC" board.
- Drivers must maintain single file, line astern until their vehicle has crossed the Safety Car Control Line
- Once your vehicle has crossed the Safety Car Control Line, overtaking is permitted.

A video tutorial can be found here [hHps://www.youtube.com/watch?v=E7Egie6PD5k](https://www.youtube.com/watch?v=E7Egie6PD5k).

CODE OF DRIVING CONDUCT:

Competitors should familiarize themselves with the newly rewritten Code of Driving Conduct Guidelines (issued October 2025). <https://motorsport.org.nz/wp-content/uploads/CodeOfDrivingConductGuidelines-22-10-2025.pdf>

ALCOHOL CONSUMPTION:

The Consumption of alcohol is NOT PERMITTED at the Event, due to Event Safety and liquor licensing laws at the Venue.

CREW:

A friendly reminder to all drivers that you are responsible for the conduct and behaviour of your crew.

Issued by:

Haylee Wallace

Clerk of the Course

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