



SANCTIONED ARTICLES GOVERNING THE 2018-19 GTRNZ Race Series



Preamble

The GT Racing NZ Inc Club hereby declares that the following Articles to be those governing a Motor Racing Series for drivers of GTRNZ eligible cars.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 180531

The Series is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the organisers of each round of the Series.

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Technical Regulations - Schedule GTR
- The Event Supplementary Regulations issued by the inviting Clubs.

1. INTERPRETATION:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

“**The Series**” means the GTRNZ Race Series for cars complying with Schedule GTR; and

“**The Club**” or “**GTRNZ**” means the GT Racing NZ Inc Club; and

“**The Committee**” or “**Series Committee**” shall mean the GTRNZ elected personnel at an AGM of the membership club, and

‘**IRC**’ means the Independent Race Classes organisation; and

“**National Sporting Code**” or “**NSC**” means the National Sporting Code issued by MotorSport NZ from time to time; and

“**Performance Criteria**” means the lap times specified by the Club as the parameters for each class.

“**Round Organiser**” or “**Inviting Club**” means the MotorSport NZ member Club organising a Meeting and/or Event which is a round of the Series; and

“**Round**” means each Meeting and / or Event, the results of which qualify for points in the Series.

2. OBJECTS:

The objective is to organize and promote competitive and close racing while maintaining regard for machinery and people, with highly modified cars by enthusiasts who embrace the principles of Kiwi ingenuity or fine machinery.

With a huge diversity in both budget and speed differential, the technical rules are minimal and reasonably open, and the series run with time-based splits and handicaps to give a fair chance to all competitors, based over three classes.

3. ELIGIBILITY:

- 3.1 All drivers shall hold a C1 Grade Competition Licence or higher and if the entrant is other than the driver, an Entrant's Licence is required in the name of the entrant.

Note: *Under the provisions of the Tasman Visa Agreement between CAMS and MotorSport New Zealand Inc, Australian competitors holding both CAMS General Competition Licences and Tasman Visas may enter any of the National Race Series and be eligible for awards.*

- 3.2 Eligibility shall be for vehicles complying with the specifications set out in Schedule GTR to these Articles.

- 3.3 All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer compliance with Appendix Two, Schedule A of the NSC. Any costs incurred during disassembly of components shall be met and accepted by the Competitor/ Entrant.

- 3.4 Official Seals may be applied by the Series Scrutineer to components and/or assemblies of components in compliance with Appendix Two, Schedule A, Article 3.7. All seals shall be detailed in the vehicles MSNZ logbook with date of application.

- 3.5 All Drivers and Entrants shall be financial members of The Club or any MotorSport NZ affiliated Club.

Note: *Drivers who are not current members of The Club shall not be eligible for Series points.*

3.6 CLASS STRUCTURE:

The Club calculates class eligibility based on a reference time calculated for the GT2 class.

There are four(4) classes as follows;

- **GT1:** being cars which are capable of exceeding the GT2 base time.
- **GT2:** being cars which qualify for the GT2 Class as capable of the following reference lap times (in dry conditions) as follows:
 - Pukekohe: 1'08.000 and over
 - Hampton Downs: 1'08.000 and over
 - Taupo: 1'33.000 and over
 - Manfeild: 1'10.000 and over

- **GT3:** being cars which qualify for the GT3 Class as capable of the GT2 reference lap times (in dry conditions) plus five(5) seconds at Pukekohe, Hampton Downs and Manfeild, and plus six(6) seconds at Taupo, as follows:
 - Pukekohe: 1'13.000 and over
 - Hampton Downs: 1'13.000 and over
 - Taupo: 1'39.000 and over
 - Manfeild: 1'15.000 and over

- **GT4:** being cars which qualify for the GT4 Class as capable of the GT2 reference lap times (in dry conditions) plus eight(8) seconds at Pukekohe, Hampton Downs and Manfeild, and plus ten(10) seconds at Taupo, as follows:
 - Pukekohe: 1'16.000 and over
 - Hampton Downs: 1'16.000 and over
 - Taupo: 1'43.000 and over
 - Manfeild: 1'18.000 and over

3.6.1 Round 1 only: The Committee may amend the Class times for Round 1 only (Pukekohe) after the completion of any testing session(s). Any such amendment shall be notified to all competitors no less than one(1) hour prior to the commencement of Qualifying.

3.7 Competitors may only compete in one class at any meeting unless moved as required by the Committee.

3.8 Where a Competitor's lap times are within plus or minus 0.5 second of their Class Performance Criteria in any Qualifying Session or Race, the Committee may require that Competitor to compete in the Class appropriate to the lap times recorded.

3.8.1 GT2, GT3 and GT4: If a competitor exceeds their class eligibility during qualifying and racing then they shall nominate to either, forfeit all Round points (excluding appearance points), or be moved up to the next class. A competitor is deemed to have exceeded their class eligibility when they have broken out three(3) times across the Round. Breakouts are not cumulative across the season.

3.9 Competitors who have not competed in the GTRNZ Race Series previously may be required to start from the back of the grid at the discretion of the Series Co-ordinator.

4 SERIES PERSONNEL:

4.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

4.1.1 GTRNZ

Series Coordinator:	Russell Freeman
Mobile Phone No:	0274 577 871
Email:	russell_freeman@xtra.co.nz

Who shall have the authority of a Series Coordinator set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all administrative matters including receiving all Round entries.
- (b) Record and publish all Series points schedules.
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles.

- (d) Act in the capacity as a Competitor Relations Officer (as detailed in National Sporting Code, Article 88) for the Series Competitors.
- (e) Provide the Inviting Club with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1.

Notes: 1. *The Series Coordinator shall represent the decision of the committee and has no individual powers in the rule making of any GTRNZ Class.*
 2. *The Series Coordinator may appoint an assistant/s to assist with administrative duties in connection with the Series.*

4.1.2 GTRNZ

Series Scrutineer: Kiley Jury
Phone No: 0272 295 911
Email: a.v.s.ltd@xtra.co.nz

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all technical matters pertaining to the series.
- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations – Schedule GTR, and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle, and
- (e) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven, and
- (g) Undertake the duties of a Technical Judge (NSC 86(f)) with respect to tyres; and
- (h) Ensure correct placement of decals on vehicles contesting the series

Note: *The Series Scrutineer may appoint an assistant/s to assist with technical duties in connection with the Series.*

4.1.3 GTRNZ

Assistant Series Scrutineer: TBA
Phone No:
Email:

4.1.4 GTRNZ

Series Secretary: Theresa Knight
Phone No: 027 426 9556
Email: gtracingnz@gmail.com

Who shall have the duties and authority to:

- (a) Deal with all administrative matters including receiving all Round entries.

4.1.5 GTRNZ

Series Handicapper: Russell Freeman
Mobile Phone No: 0274 577 871
Email: russell_freeman@xtra.co.nz

Who shall have the duties and authority to:

- (a) Calculate handicaps and time delay grids.
- (b) Provide the Coordinator with grid positions
- (c) Shall supervise the start of Handicap or time delay races

Note: *The Series Handicapper may appoint an assistant/s to assist with handicapping duties in connection with the Series.*

4.1.6 GTRNZ

President: Cameron Jones
Phone No: 027 241 3507
Email: cjrracing@xtra.co.nz

Who shall have the duties and authority to:

- (a) Liaise with Inviting Clubs on all matters pertaining to these Articles, and
- (b) Oversee and assist the Series Coordinator.

4.2 All correspondence shall be addressed to:

GTRNZ Secretary
2A Helvetia Rd
Pukekohe 2120

5 SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	7-9 December 2018	Pukekohe	MotorSport NZ
2	25-27 January 2019	Hampton Downs	MotorSport NZ
3	8-10 February 2019	Manfeild	MotorSport NZ
4	8-10 March 2019	Hampton Downs	MotorSport NZ
5	12-14 April 2019	Taupo	MotorSport NZ

The Organiser reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

6 ROUND FORMAT:

6.1 Testing Sessions may be available to Drivers prior to any Round of the Series and shall be subject to availability and track hire charges as set by the Inviting Club/s.

6.2 **Qualifying Sessions:** shall be as per the Supplementary Regulations of the Round Organiser.

6.3 All races for all classes will be ten(10) laps at each round.

6.4 Starting positions for all classes shall be determined by:

- (1) **Race One(1):** Standing Start with starting positions determined from the Qualifying times, fastest car on pole position and slowest car to the rear. Any competitor who has not recorded a qualifying time must start from the rear of their grid group.
- (2) **Race Two(2):** Standing Start Handicap Grid with starting positions determined from the fastest lap time in either Qualifying and Race One in reverse order.
- (3) **Race Three(3):** Standing Start Handicap Grid with starting positions determined from the fastest lap time in either Qualifying, Race One and Race Two times in reverse order.

6.4.1 Handicap calculations: The Series Handicapper shall set the reference time. The times of all other competitors are subtracted from the reference time to create their handicap time delay.

- (1) For any race where the grid position is determined by a competitor's fastest lap time up to that point, as recorded by the official timing of the Event, the driver may nominate a faster time. Any such nomination must be notified to the Series Coordinator at least thirty(30) minutes prior to the race start. The nominated time(s) will only apply to the race directly following and not all subsequent races that follow. No competitor may nominate a slower time than previously achieved during that same meeting.

Race Two: The handicap time shall be based upon the fastest lap from Qualifying and Race One of each competitor multiplied by the race lap total minus **one(1)** lap.

Race Three: The handicap time shall be based upon the fastest lap from Qualifying and Race One and Race Two of each competitor multiplied by the race lap **total**.

- (2) The Series Coordinator may, for safety reasons, adjust the starting position of a competitor in either Race Two or Race Three. Any such adjustment shall be published as soon as practicable after the previous Race, and in any case no later than thirty(30) minutes prior to the start of the next Race.

7 TIMEKEEPING:

7.1 The Round Organiser, the Inviting Club, or the host circuit shall provide timing equipment that will be deemed to be the official timing equipment for the Round.

7.2 All competitors shall ensure that such timing equipment is looked-after with all due care and attention whilst in their possession and that all equipment is returned as and when requested. The Competitor is liable for all costs required to repair or replace equipment damaged or lost.

8 PENALTIES, PROTESTS and APPEALS:

8.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties.

8.2 Breakout Penalty:

(a) Qualifying: If a competitor exceeds their class eligibility during qualifying, they will start Race One at the rear of the grid. Any other lap times during qualifying will be disregarded. If there is more than one competitor who exceeds class eligibility they will be placed at the rear of the grid according to their relative times, with the fastest breakout qualifying time last.

If any qualifying lap time(s) is from 0.500 to 2.000 seconds over class eligibility then they shall lose fifty(50) series points for each offending lap, to a maximum of one hundred(100) series points. Over 2.000 seconds, that driver will be relegated from the class for the season.

(b) Racing: If a competitor exceeds their class eligibility during racing, the following penalties will apply:

- up to 0.499 seconds over class eligibility, forty(40) seconds added to their total race time.
- from 0.500 to 2.000 seconds over class eligibility, they shall be disqualified from the race results plus the loss of fifty(50) series points for each offending lap to a maximum of one hundred(100) series points..
- over 2.000 seconds, the driver will be relegated from the class for the season.

(c) If a driver has exceeded class eligibility in either qualifying or Race One, then their handicap time for Races Two and Three shall be set at class eligibility breakout time.

8.2.1 Race Two and Race Three only: Should a driver complete a lap faster than the time used to calculate their delay, they will receive a penalty of ten(10) seconds added to their race time for each lap they are a more than a full second faster.

8.3 In addition to 8.1 and 8.2 above, the Club may impose Series points deduction penalties as listed below. These penalties shall be in addition to penalties imposed by the Clerk of the Course and / or Stewards. Series points shall be deducted up to a maximum of 50 points per Race depending on the infringement as determined by the Clerk of the Course and/or Stewards.

Infringement	Points deduction	Infringement	Points deduction
NSC 1	50	A4Z.6	5
NSC 2	25	A4Z.7	5
NSC 3	25	A4Z.8	2
NSC 4	10	A4Z.9	2
NSC 5	10	A2A.1	5
NSC 6	25	A2A.2	25
A4Z.1	20	A2A.3	15
A4Z.2	15	A2A.4	25
A4Z.3	20	A2A.5	15
A4Z.4	10	A2A.6	10
A4Z.5	25	A2A.7	25

8.4 Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).

8.5 Competitors have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.

8.6 Competitors have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

9 SERIES ENTRY:

9.1 Entry into the Series should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>). By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code and thereby become eligible for the awards and other benefits available under these Articles. Any entry will not be deemed valid until payment is received.

Note: Contact the Series Secretary if entry will not be made via MotorSport Online system.

9.1.1 The Series entry fee has been set at:

- Club Members: Free
- Non-Club Members: \$250.00 (incl gst)
- One single Round per season only: \$50.00 (incl gst)

9.1.2 Dual drivers may be nominated for any competing vehicle in the Series. Such nominations must be received by the Series Coordinator no later than one(1) month prior to the first Round that the vehicle is entered for. Only one(1) driver may compete in their nominated car at any one Round.

9.1.3 Each dual driver nominated for any competing vehicle must compete in a minimum of three(3) rounds.

9.2 Entry to each Round of the Series (which is separate to the Series Entry) should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>) Any entry will not be deemed valid until payment is received.

Note: Contact the Series Secretary if entry will not be made via MotorSport Online system.

9.2.1 The entry fee for each Round has been set at:

- GT1 and GT2 Classes: \$500.00 (incl gst)
- GT3 and GT4 Classes: \$350.00 (incl gst) plus \$100.00 (incl gst) for optional practice day(s)

9.3 The Club will allocate competition numbers to all Competitors/Entrants of the Series. All numbers on competing vehicles shall comply with the prescriptions of Appendix Two Schedule A, Article 6.2.

10 CONDITION OF ENTRY:

10.1 The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented, and shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A and eligibility requirements under Schedule GTR.

10.2 The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as detailed within these articles.

10.3 The Series Organiser reserves the right to accept or decline entries into the series as per the National Sporting Code.

11 POINTS:

11.1 Points will be recorded and published by the Series Points Coordinator and/or their nominated assistant/s and will be allocated to Drivers based on their overall finishing positions in each Qualifying Session and Race, at each Round of the Series.

11.1.1 Points will only be allocated to current members of The Club. Drivers who are not current members of The Club are not eligible for points in the Series.

11.1.2 Dual Driver points: Series points will be aggregated and the dual drivers will be deemed to be a single driver. Should a driver wish to enter another car partway through the series all earlier points for that driver shall be forfeited unless the committee in its discretion deems otherwise.

11.1.3 Drivers can only have full points awarded to them for the car that is entered for that driver at a round.

11.1.4 A driver may change cars prior to any Round in the Series, however any change of car must be notified to the Series Coordinator prior to the qualifying session of that Round, where aggregate points will be retained. If the driver changes the car at any time subsequent to the start of qualifying, no points will be awarded for any results obtained with the replacement car for that Round.

11.2 Points will be allocated as follows on each Series Race at each Round to all Drivers based on overall finishing order:

1 st	75	11 th	30	21 st	10
2 nd	67	12 th	28	22 nd	9
3 rd	60	13 th	26	23 rd	8
4 th	54	14 th	24	24 th	7
5 th	49	15 th	22	25 th	6
6 th	45	16 th	20	26 th	5
7 th	42	17 th	18	27 th	4
8 th	39	18 th	16	28 th	3
9 th	36	19 th	14	29 th	2
10 th	33	20 th	12	30 th	1
					and lower

11.2.1 Qualifying: Points shall be awarded for qualifying, as per the table detailed in Art 11.2, for all competitors completing three(3) or more timed laps.

11.3 Class Points: Separate points shall be allocated as detailed in Art 11.2 and 11.2.1 above for each class, GT1, GT2 and GT3/GT4, based on qualifying and finishing positions of the competing vehicles in that class.

11.3.1 GT3/GT4 and GT2 Class: Those competitors moving class from GT4 to GT3, GT3 to GT2, or GT2 to GT1 will relinquish all points from the lower class and be allocated last place points for the class they are moving to, for each of the Races in all Rounds the competitor has completed in the previous class. Points shall not be transferred from the lower class to the higher class in any case.

11.4 Appearance Points: One hundred(100) points will be awarded to the competitor upon completing documentation and either leaving the dummy grid onto the circuit at qualifying or starting any one(1) race at that Round.

12 AWARDS:

12.1 The **OVERALL SERIES CHAMPION** shall be the driver with the highest accumulated total of all points earned during the Series and shall be awarded the GTRNZ Challenge Cup. A maximum of seven(7) points scoring Rounds plus all appearance points awarded will count towards the final points score.

12.2 The **CLASS SERIES CHAMPION** for each Class shall be the driver with the highest accumulated total of all points earned during the Series. A maximum of six(6) points scoring Rounds plus all appearance points awarded will count towards the final points score.

12.3 The following awards will be presented:

(a) Series Champion:

- Overall Series Champion will be awarded the GTRNZ Challenge Cup

(b) GT1:

- Overall Series Champion for GT1
- 2nd Overall in GT1 Series
- 3rd Overall in GT1 Series

(c) GT2:

- Overall Series Champion for GT2
- 2nd Overall in GT2 Series
- 3rd Overall in GT2 Series

(d) GT3:

- Overall Series Champion for GT3
- 2nd Overall in GT3 Series
- 3rd Overall in GT3 Series

(e) GT4:

- Overall Series Champion for GT4
- 2nd Overall in GT4 Series
- 3rd Overall in GT4 Series

12.4 **Ties:** In the event that two(2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined as described in NSC Appendix Four, Schedule Z Article 15.6. A similar process will be followed to determine both Class and individual Round winners.

12.5 All awards shall be presented at the annual prize giving function held at the GTRNZ Annual General Meeting, held prior to 30th June each year.

13 PARC FERME:

13.1 Upon directive from the Series Scrutineer or their appointed assistant all competing vehicles must be driven directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified on the official notice board of the meeting.

Note: *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.*

13.2 The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.

14 TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

14.1 APPLICABLE TO GT1 CLASS ONLY: The only tyres permitted to be used are those that have been specifically marked for the current Round, except as provided for in Article 14.1.2 below. The tyres will be marked for use on a specified competition vehicle. It is not a requirement to have wet tyres marked.

14.1.1 'Dry' Tyre Allocation per Round: A maximum of four(4) 'dry' tyres (new or used) may be presented for marking at each Round by each Competitor.

14.1.2 Only marked tyres may be used for all Qualifying Sessions and Races. Any tyres may be used for testing sessions.

14.1.3 'Wet' tyre allocation: There is no controlled allocation of 'wet' tyres per Round.

14.1.4 Replacement Tyres: If in the event of a tyre becoming damaged or unsafe, a Competitor may apply to the Series Scrutineer to replace that tyre with a tyre of equal wear, size and compound with no penalty. In any case, the Series Scrutineer shall be the sole arbiter and his decision shall be final.

14.1.5 Replacement Tyre Penalties: Fifty(50) competition points shall be deducted for each additional tyre used, excepting those tyres replaced in compliance with Article 14.1.4 above.

14.1.6 Tyre marking: Tyre marking will take place at each Round prior to qualifying, at a designated time and place as advised by the Series Scrutineer on the official notice board. The competitor shall be responsible for presenting all tyres to be marked in such a way that both sidewalls can be marked.

14.1.7 It is the Competitor's responsibility to ensure that tyre markings remain clearly visible. Whenever a tyre marking becomes illegible, the Competitor must advise the Series Scrutineer, who will decide upon the appropriate course of action.

15 DECALS:

15.1 All competing vehicles shall reserve the spaces for the Series sponsors' decals at all Rounds and carry competition numbers and Driver's name in the locations and to the dimensions set out in Appendix 1 to these articles.

15.2 The Series Coordinator will provide competitors with decals which must be displayed in the prescribed positions. Any competitor who fails to properly display the decals will be prevented from entering the track for qualifying or racing and may be excluded from further participation in the series.

Note: *The Series Coordinator may permit variation of decal location for individual vehicles upon application.*

16 TELEVISION AND IN-CAR CAMERAS:

16.1 Drivers/Entrants are encouraged to install an in-car camera for use during the Series and footage is to be made available to the Series Coordinator.

16.2 All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/ or Chief Scrutineer of the Meeting.

17 DRIVING STANDARDS:

- 17.1** Competitors are required to maintain high driving standards and are reminded of the provisions relating to driving standards in the National Sporting Code.
- 17.2 Driving Conduct:** Poor driving behaviour that could or does result in contact with another competitor or competitors is to be reported to the Series Coordinator or their assistant and to the Clerk of the Course.

APPENDIX 1



Location	Size	Comment
Front bumper area (centre)	400mm x 50mm	www.GTRNZ.co.nz
Front bumper area (both sides)	270mm x 95mm	TradeZone decal
Windscreen banner	200mm x windscreen width	TradeZone decal
Windscreen	65mm x 189mm	Yellow competition number GT1, GT2, GT3 or GT4 decal, to be positioned either horizontally or vertically to suit visibility from drivers normally seated position.
Windscreen		
Behind front wheel arch (both sides)	100 x 250mm	Endless decal on sill, or as close to sill as possible.
Front doors (both sides)	250mm minimum background height	Competition number, in compliance with Schedule A, excepting minimum background height.
Rear bumper area	400mm x 50mm	TradeZone decal above www.tradezone.co.nz below
Rear bumper area (Left hand side)	150mm high	Competition number. Colour to contrast with bumper area colour.
Rear side window area (both sides)	60mm minimum height	Drivers name (white or yellow). If no rear window, to be positioned in a location clearly visible from each side of the car.