

ACCREDITED ARTICLES GOVERNING THE 2021-22 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 Accredited Permit No: 210476

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.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes
GTRNZ-21-A001	16/11/2021	5.1	Series Structure

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 personnel elected at an AGM of the membership club, 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 four 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 Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both Motorsport Australia 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 shall be financial members of The Club.

3.6 CLASS ELIGIBILITY:

There are four(4) classes as follows;

- **GT1:** being cars which are capable of exceeding the GT2 minimum lap time.
- **GT2:** being cars which qualify for the GT2 Class as capable of the lap times (in dry conditions) as outlined in the table below.

	GT1	GT2	GT3	GT4
Pukekohe	N/A	1:06.000	1:12.000	1:16.000
Pukekohe (long back straight)	N/A	0:58.000	1:04.000	1:08.000
Hampton Downs	N/A	1:06.000	1:12.000	1:16.000
Hampton Downs (Int. Circuit)	N/A	1:40.000	1:46.000	1:50.000
Taupo	N/A	1:31.000	1:38.000	1:43.000
Manfeild	N/A	1:08.000	1:14.000	1:18.000

- **GT3:** being cars which qualify for the GT3 Class as capable of the lap times (in dry conditions) as outlined in the table below.
- **GT4:** being cars which qualify for the GT4 Class as capable of the lap times (in dry conditions) as outlined in the table below:

3.6.1 At all rounds, there will be two grids:

- a) GT1 and GT2 shall be combined.
- b) GT3 and GT4 shall be combined.

3.7 Competitors may only compete in one class with one(1) car at any meeting unless moved as required by the Committee.

3.7.1 A competitor may enter and compete in both grids provided they're using a different car and car number.

3.8 Where a Competitor's lap times are within +/- 0.5 second of their Class minimum lap time 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 minimum lap time during either qualifying and racing then they shall nominate to either, forfeit all Round 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 as set out:

4.1.1 **GTRNZ Series Coordinator:** Rick Finucane
Mobile Phone No: 027 494 7205
Email: rickfinucane@gmail.com

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 regarding all Round entries.
- (b) If requested, attend Class Co-Ordinator meetings at each Round.
- (c) Liaise with the Inviting Clubs on all matters pertaining to these articles.
- (d) 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 Handicappers as per coordinators:

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.*

4.1.3 **GTRNZ
Series Scrutineer:** Rick Finucane
Phone No: 027 494 7205
Email: rickfinucane@gmail.com

**GTRNZ
Assistant Series Scrutineer:** Kiley Jury
Phone No: 027 229 5911
Email: a.v.sltd@me.com

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 the Series Coordinator, any instances where a breach of the technical regulations has been proven, and
- (f) Undertake the duties of a Technical Judge (NSC 86(f)) with respect to tyres; and
- (g) Undertake the duties of a Technical Judge (NSC 86(f)) with respect to weights and measures; 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.*

4.1.4 GTRNZ

Series Secretary: Kathy Jones
Phone No: 027 290 7308
Email: gtrnz@xtra.co.nz

Who shall have the duties and authority to:

- (a) Deal with all administrative matters including receiving all Round entries.
 All correspondence shall be addressed to:
 GTRNZ Secretary
 38A Seaview Road
 Whakatane, 3120

4.1.5 GTRNZ

President: Nigel Snow
Phone No: 027 478 9474
Email: emotorsport@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.

5 SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	28-30 January 2022	Bruce McLaren Motorsport Park, Taupo	MotorSport New Zealand Inc
2	11-13 February 2022	Hampton Downs Motorsport Park	MotorSport New Zealand Inc
3	4-6 March 2022	Pukekohe Park Raceway	MotorSport New Zealand Inc
4	25-27 March 2022	Bruce McLaren Motorsport Park, Taupo	MotorSport New Zealand Inc
5	22-24 April 2022	Hampton Downs Motorsport Park	MotorSport New Zealand Inc

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 a minimum of fifteen(15) minutes in duration.

6.3 **Race Distances:**

6.3.1 **GT 1 and 2** – ten(10) laps at each round, (with the exception of the Hampton Downs International Circuit) where races will consist of eight(8) laps.

6.3.2 **GT 3 and 4** – eight(8) laps at each round, (with the exception of the Hampton Downs International Circuit) where races will consist of six(6) laps.

6.4 **Starting positions and procedures for all classes** shall be determined by:

(1) Race One: 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 class.

(a) The GT2 Class will start ahead of the GT1 Class, with an empty grid row between the two classes.

(b) The Starting Signal for the GT2 class will be via the extinguishing of the red lights. The Starting Signal for the GT1 class will be via flag drop, thirty(30) seconds after the GT2 grid's start signal.

(2) Race Two: Handicap Race Grid Start with starting positions determined from the fastest lap time in either Qualifying and Race One in reverse order. Vehicles must stay in their allocated grid box until the start signal is given.

(3) Race Three: 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. Vehicles must stay in their allocated grid box until the start signal is given.

6.4.1 Handicap calculations: The Series Handicapper shall set the reference time. The times of all other competitors are subtracted from their **class minimum lap times** 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 **forty-five(45)** 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 **their class**. 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 **their class** 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 more than a full second faster on.

8.2.2 Race Three (GT1 only): Should a driver complete a lap half a second 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 half a second faster on.

8.3 In addition to Article 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 membership form on the [GTR NZ website](#). 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.

9.1.1 The Series entry fee has been set at:

- Club Members: Free
- 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 two(2) rounds.

9.2 Entry to Round One of the Series will be as outlined in the Round Supplementary Regulations. Entry to all other Rounds of the Series will be via the Speed Works entry form on the GTRNZ website or email to gtrnz@xtra.co.nz or post to:

GTRNZ Secretary
38A Seaview Road
Whakatane 3120

9.2.1 The entry fee for each Round (including any applicable levies) has been set at:

- GT1 and GT2 Classes: \$495.00 (incl GST)
- GT3 and GT4 Classes: \$395.00 (incl GST)

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 within each class, in each Qualifying Session and Race, at each Round of 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 **has been** 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 **for** each Race at each Round to all Drivers based on overall finishing order:

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

11.2.1 Qualifying: Points shall be awarded for qualifying, **in accordance** with the table detailed in Article 11.2, for all competitors **who have** completed two(2) or more timed laps.

11.3 Class Points: Separate points shall be allocated as detailed in Article 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.

12 AWARDS:

12.1 The **OVERALL SERIES CHAMPION** shall be the driver with the highest accumulated total of all points earned **across all four classes** during the Series and shall be awarded the GTRNZ Challenge Cup. A maximum of **six(6)** points scoring Rounds 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 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, GT2, GT3 and GT4

- Overall Champion for each class
- 2nd Overall in each class
- 3rd Overall in each class

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 GT1 Class:

'Dry' tyre allocation: Competitors may introduce a maximum of four(4) tyres for marking at each round , all tyres marked for such round shall be fitted to the vehicle for duration of that round (save for servicing).

Tyres marked at previous rounds may be fitted to the vehicle if less than the maximum allocation is newly introduced but shall not be fitted in replacement of tyres marked at the current round except for the provisions of Article 14.1.2.

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

14.1.2 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 their decision shall be final.

14.1.3 Replacement Tyre Penalties: Fifty(50) competition points shall be deducted for each additional tyre used, excepting those tyres replaced in compliance with Article 14.1.2 above.

14.1.4 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.

14.1.5 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.

14.2 Tyres are free for the GT2, GT3 and GT 4 class.

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 all decals (except for side competition numbers) which must be displayed in the prescribed positions in accordance with Appendix 1. Any competitor who fails to properly display the decals will be prevented from entering the circuit 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.

16.3 In-car camera footage shall be made available to the Clerk of the Course and/or Steward(s) on request.

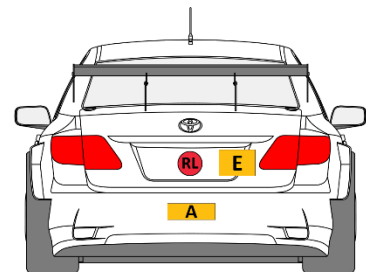
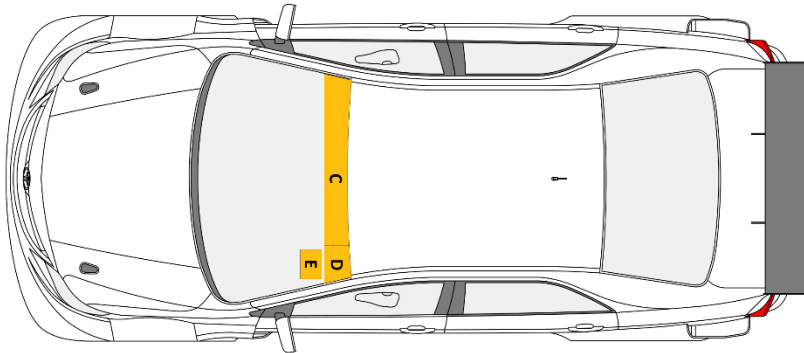
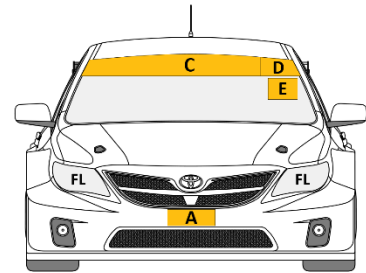
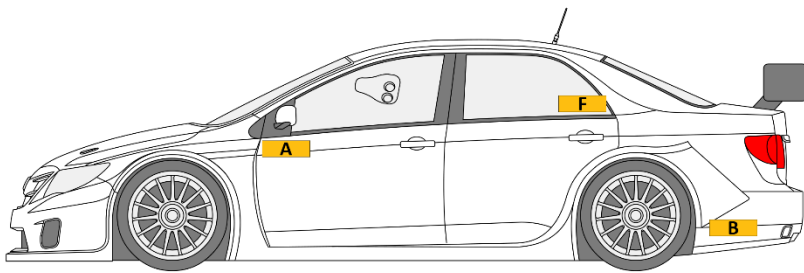
17 DRIVING STANDARDS:

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

DECAL PLACEMENT:



Location	Branding Decals/ Badges
A – Below wing mirrors on both sides, and on front and rear bumpers	TradeZone
B – Rear guard, both sides	Race Brakes
C – Top of windscreen	Windscreen banner
D – Top left of windscreen, on top of windscreen banner	Class
E – Top left of windscreen, to either side of rear rain light, and on each side in accordance with Schedule A	Car number
F – near side number on both sides	MotorSport New Zealand Accredited Series decal
At driver's discretion	GTR NZ decals x two(2)
FL (front lights) and RL (rain light), in accordance with Sch GTR, Article 5.8.	