

ACCREDITED ARTICLES GOVERNING THE 2022 Super GT New Zealand Race Series

Preamble

Speed Works Motorsport Club Inc hereby declares the following articles to be those governing Competitors in the Super GT New Zealand Race Series.

The Series is held under a MotorSport New Zealand Accredited Permit No: 210567

The Series is organised and held in accordance with the current MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the Organising / Inviting Club 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, specifically Appendix Four, Schedule Z – Races
- The Technical Regulations – Schedule Super GT Technical Regulations
- 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
SGT-22-A001	23/12/2021	7	Balance of Performance Compulsory Pit Stop
SGT-22-A001	23/12/2021	8	Break out Penalties
SGT-22-A001	23/12/2021	Appendix One	Side Race Number sizing
SGT-22-A002	15/01/2022	16	Tyre Type, Allocation and Marking Procedures
SGT-22-A003	20/01/2022	4	Series Scrutineer
SGT-22-A003	20/01/2022	6	Round Format
SGT-22-A003	20/01/2022	7	Balance of Performance Compulsory Pit Stop
SGT-22-A004	10/02/2022	7	Balance of Performance Compulsory Pit Stop
SGT-22-A004	10/02/2022	7	Balance of Performance Compulsory Pit Stop
SGT-22-A005	22/03/2022	6	Round Format
SGT-22-A005	22/03/2022	7	Balance of Performance Compulsory Pit Stop

1. INTERPRETATIONS:

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

“**CPS**” means Compulsory Pit Stop, and

“**The Series**” means the Super GT New Zealand Accredited Race Series for vehicles complying with Schedule Super GT Technical regulations; and

“**The Club**” means Speed Works Motorsport Club Inc, and

“**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

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

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

2. OBJECTIVES:

To promote and foster GT-style racing by presenting Competitors with a well-promoted series creating worthwhile individual sponsorship opportunities with an enjoyable and relaxed competition in the spirit of GT competition.

All persons connected with the administration of this Series and with the operation of vehicles competing in the Series are expected to abide by the spirit and intent of these Articles.

3. ELIGIBILITY:

3.1 All Drivers shall hold a C1 Grade Competition Licence or higher and if the Entrant is other than one of the registered Drivers, an Entrant’s Licence is required in the name of the Entrant.

3.1.1 One of the registered Drivers or Entrant for each Vehicle must hold a Super GT Racing Entitlement Licence, applied for via the Series Coordinator.

3.2 Eligibility shall be for vehicles complying with Schedule Super GT.

3.3 All Competitors shall agree to submit their vehicle for eligibility and/or safety scrutineering inspections as and when required by the appointed Series Scrutineer, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

3.4 All Drivers shall be current members of a MotorSport NZ affiliated Member Club.

3.5 **Classes:** There are two classes as follows and as noted in Schedule Super GT:

- **Class 911 GT3 Cup:** being Porsche 991 and 997 GT3 Cup vehicles
- **Class GT4:** being any vehicle originating as a FIA GT4 vehicle, Ferrari 458 or Ferrari 430 Challenge vehicles.

3.6 **Driving Team:** Each entry may consist of up to two(2) drivers.

4 SERIES PERSONNEL:

4.1 At each Round of the Series the following personnel or their approved assistant/s shall have the responsibilities and authorities as set out:

4.1.1 SUPER GT NEW ZEALAND

Series Coordinator: Grant Smith
Mobile Phone No: +64 21 640999
Email: grant@speedworks.nz

Who shall have the duties and authority of a Series Coordinator as 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 pertaining to the Series, and
- (b) Record and publish all Series points schedules, and
- (c) Liaise with Inviting Club/s on all matters pertaining to these Articles, and
- (d) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC; and
- (e) Ensure correct placement of decals on vehicles contesting the Series, and
- (f) Provide the Inviting Club/s with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

4.1.2 SUPER GT NEW ZEALAND

Series Scrutineer: Devan Gregory
Mobile Phone No: 021 745 056
Email: devan@motorsport.org.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; and
- (b) Affix official seals and markings to tyres, as and when deemed appropriate; and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical and eligibility regulations; and
- (d) Assist competitors with technical enquiries relative to the technical regulations applicable to their vehicle; and
- (e) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and

- (f) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (g) To report, to the Clerk of the Course, any instances where a breach of the technical regulations has been proven.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

5 SERIES STRUCTURE:

5.1 The Super GT New Zealand Series shall comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	14-16 January 2022	Highlands	MotorSport New Zealand
2	21-23 January 2022	Ruapuna	MotorSport New Zealand
3	11-13 February 2022	Hampton Downs	MotorSport New Zealand
4	25-27 March 2022	Taupo	MotorSport New Zealand

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 **Practice:** For all Rounds there will be a minimum of two(2) practice sessions of thirty(30) minutes duration. The Driver(s) may only use their competition vehicle which they have entered in the Round in these sessions.
- 6.2 **Qualifying:** There will be two(2) qualifying sessions of a minimum of fifteen(15) minutes duration.
- 6.3 **Races:** There are planned to be three(3) races at each round and are scheduled to run to the following format:

Round	Race One	Race Two	Race Three	Venue
1	30 minutes	30 minutes	60 minutes	Highlands
2	30 minutes	30 minutes	60 minutes	Ruapuna
3	30 minutes	30 minutes	60 minutes	Hampton Downs
4	30 minutes	30 minutes	60 minutes	Taupo

6.3.1 Where an entry consists of two(2) drivers, both drivers must:

- (1) participate in one(1) of the Qualifying sessions, and
- (2) individually compete in either Race One or Race Two (in the Race that they've set the Qualifying time for as noted under 6.5(1) and 6.5(2)), and
- (3) compete in Race Three.

6.4 Race Starting Procedures:

- (1) When instructed by an official, each Vehicle will leave pit lane for one(1) positioning lap to the grid. Drivers must not stop to carry out a practice start during this lap including when leaving Pit Exit. When a Vehicle arrives at the grid it must stop in its allocated position.
- (2) When 2 minutes remain before the formation laps, a warning will be sounded and a "2 Minute" board displayed by the Starter. The exit of the Pit Lane will be closed at this time.
- (3) When 1 minute remains before the formation laps, a warning will be sounded and a "1 Minute" board displayed by the Starter.
- (4) Any Vehicle not having reached the rear of the grid by the "1 minute" signal must enter the Pit Lane from where it may start the race under the direction of an official after the field has passed.
- (5) When 30 seconds remain before the formation laps, a warning will be sounded and a "30 Second" board will be displayed by the Starter.
- (6) When the green flag is displayed by the Starter, each Vehicle may then proceed on to two formation laps led by the Safety Car.
- (7) Schedule Z 8.3 (2) and (3) shall then apply.

6.5 Races: shall be run to the following race structure:

- (1) **Race One:** Starting positions will be determined by the fastest lap times achieved from Qualifying Session One with the fastest Competitor to the front.
- (2) **Race Two:** Starting positions will be determined by the fastest lap times achieved from Qualifying Session Two with the fastest Competitor to the front.
- (3) **Race Three:** Starting Positions will be determined by the fastest lap times achieved by each driving team from Qualifying Session One and Two, and Race One and Two, with the fastest driving team to the front.

6.6 At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserves the right to shorten and / or cancel any practice / qualifying sessions and / or Races in the case of Force Majeure.

7. BALANCE OF PERFORMANCE COMPULSORY PIT STOP

7.1 During all races there will be a **Balance of Performance Compulsory Pit Stop (CPS)**, the duration of which will be determined by the Series Coordinator and is calculated using the fastest lap of each driving team from any of the timed sessions during the meeting. The CPS will be recalculated after every race.

7.1.1 Driver's will be notified of their Compulsory Pit Stop duration no later than thirty(30) minutes prior to the start of the race.

7.1.2 The CPS may **not** be carried out under Safety Car conditions. Any vehicle that has already entered pit lane at the time the Safety Car is deployed may still complete their CPS.

7.2 Race One and Race Two:

- (a) The CPS shall take place between **ten(10)** minutes and **twenty(20)** minutes from the start of the race and shall commence when the Vehicle comes to a complete stop outside their pit bay.
- (b) The driver must remain in the vehicle with their safety harness fully fastened.
- (c) Should the Safety Car be deployed during the CPS window, the Clerk of Course may extend the CPS window.

7.3 Race Three:

- (a) The CPS shall take place between **twenty(20)** and **forty(40)** minutes from the start of the race and shall commence when the Vehicle comes to a complete stop outside their pit bay.
- (b) Where there is one(1) Driver entered, the driver must remain in the vehicle with their safety harness fully fastened.
- (c) Where there are two(2) Drivers entered, a driver change shall take place during the CPS.
- (d) The Vehicle may not leave after the CPS until the driver's safety harness has been fully refastened.
- (e) Should the Safety Car be deployed during the CPS window, the Clerk of Course may extend the CPS window.

7.4 Each driver is responsible for determining how their timed CPS is managed.

7.5 In the event of a dispute or an inquiry into a competitor complying with the stipulated stationary-time, the vehicle's camera recording may be used to determine the length of the stop.

7.6 The only permitted intervention with the vehicle during the timed CPS will be:

- (i) a Driver change (if applicable) in accordance with Article 7.3(c).
- (ii) rolling the car back and forwards no more than 2 metres (the vehicle cannot be moved ahead of the point at which it stopped for the Pit Stop) to disperse brake heat. Tyre pressures may be checked, and external cooling fans can also be used to disperse heat from the radiators and brakes.

7.6.1 Any other intervention with the vehicle can only occur when the CPS is complete.

7.7 There shall be no refuelling of the vehicle during the race.

8 PENALTIES, PROTESTS AND APPEALS:

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

- 8.2** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise (as a matter of Courtesy) the Series Coordinator and the Competitor Relations Officer.
- 8.3** Competitors/ Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 8.4** Competitors/ Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.
- 8.5** Failure to complete the prescribed timed CPS in accordance with Article 7 of these Accredited Series Articles will result in:
- (a)** a recall to the pitlane via Race Radio to complete the remainder of timed CPS, if identified during the race, or
 - (b)** If the full prescribed pit stop time is not completed and is discovered after the completion of the race, the remaining time for the prescribed pit stop plus a time equivalent of a drive through penalty imposed by the Clerk of the Course will be added to a driver's time.
- 8.6** **'Break out' Penalties:** The following break out Penalties will apply:
- (i)** A competitor recording a lap time in any race, which is greater than one(1) second faster than their best lap time achieved at the meeting prior to the start of that race (a breakout), shall have:
 - (a)** for the first four(4) breakout occurrences, two(2) seconds added to their total race time for each lap of that race on which a breakout occurred.
 - (b)** For the fifth or any subsequent occurrence the competitor shall serve a drive through penalty.
- 8.6.1** Should the circuit conditions vary between Qualifying and/or Races, the Series Co-ordinator will assign break out times to each race class.
- 8.7** Where Article 14.3 of these Accredited Series Articles is breached, up to thirty(30) seconds may be added to the Competitor's race time.
- 9** **SERIES ENTRY:**
- 9.1** Entry into the Series should be made via email through the Series Coordinator in the form of a Super GT Entitlement Racing licence. By entering the Series all Competitors agree to comply with these Articles and those of the National Sporting Code.
- 9.1.1** The Super GT Entitlement Racing License Fee of \$4,000 plus GST is payable by 20th September 2021 to secure entry into the series.
- 9.1.2** Any entry will not be deemed valid until payment is received.
- 9.2** Entry to each Round of the Series (which is separate to the Series Entry) should be made via email through the Series Coordinator.

- 9.2.1** Entry fees per meeting per vehicle will be \$2,500 plus GST per round, or \$8,000 plus GST if committing to all four events in the series prior to the commencement of the series. These fees include Friday Practice, relevant levies, pit marquee, drivers lounge and hospitality for four people.
- 9.2.2** Any entry will not be deemed valid until payment is received.
- 9.3** In submitting an entry for Round(s) of the Series all Entrants and Drivers agree to comply with these Articles and the National Sporting Code including all appendices and schedules to the code.
- 9.4** There will be no refunds given once an entry has been processed. Credits against future competition will be considered in exceptional circumstances.

10 CONDITION OF ENTRY:

- 10.1** The Competitor, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented and shall at all times be responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under Super GT New Zealand technical regulations.
- 10.2** The Competitor, by entering the Series, is deemed to be in acceptance of, and shall 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 NSC 21.

11 POINTS:

- 11.1** Points will be allocated to Drivers in the Vehicle the Driver qualified in for both their overall finishing positions as well as their overall Class positions.

11.1.1 Where an entry consists of one(1) Driver, points will be allocated as follows:

- (a) Based on their highest finishing position in either Race One or Race Two (but not both), and,
- (b) Based on their finishing position in Race Three

11.1.2 Where an entry consists of two(2) Drivers, points will be allocated as follows:

- (a) Based on their finishing position in their individual thirty(30) minute race (either Race One or Two), and
- (b) Based on their finishing position in Race Three.

11.2 Points Allocation:

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

12 AWARDS:

- 12.1** The overall Super GT New Zealand Series winner shall be the Driver with the highest overall points score awarded from all Rounds of the Series.
- 12.2** The Class Series winners for Class 911 GT3 Cup and Class GT4 shall be the Driver with the highest Class points score awarded from all Rounds of the Series.
- 12.3** The presentation of Series Awards shall be made at the conclusion of the Series, at a time and place and in a manner as specified by the Club.
- 12.4** The following awards will be made according to the results of the Series as follows:

(a) Super GT NZ Series

- (i) 1st Overall
- (ii) 2nd Overall
- (iii) 3rd Overall

(b) Class 911 GT3 Cup

- (i) 1st Overall
- (ii) 2nd Overall
- (iii) 3rd Overall

(c) Class GT4

- (i) 1st Overall
- (ii) 2nd Overall
- (iii) 3rd Overall

13 PARC FERMÉ:

- 13.1** Upon directive from the Series Scrutineer or their appointed assistant, Competitors may be required to drive their competing vehicle 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 the entry of team personnel for the purposes of vehicle eligibility inspections.
- 13.3** Unless the Series Scrutineer consents in each case, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

14 IN-VEHICLE CAMERA TO MONITOR COMPETITOR BEHAVIOUR (Judicial Camera):

- 14.1** All Super GT New Zealand Series vehicles will be required to carry an approved in-vehicle camera. The position of fitting this camera takes precedence over any other camera fitted in the vehicle.
- 14.2** This camera must be mounted in accordance with Schedule A, Part One Article 6.4 and must be forward facing to capture both the steering wheel and the front view from the front windscreen.
- 14.3** It is the Competitors responsibility to ensure the camera is switched on and recording during all Practice, Qualifying and Race Sessions. For cameras not recording, a Penalty will be applied as per Article 8.7 of these Accredited Series Articles.
- 14.4** At any time during an Event the Event Officials, or Series Coordinator (or their appointed official) can access footage from the Judicial Camera.
- 14.5** The footage will not be available to the Competitors unless permission is granted by the Clerk of the Course.
- 14.6** The Promoter will approach Competitors separately with the terms of lease for the official TV broadcast units.
- 14.6.1** All rights to all camera footage remains the property of The Club at all times.

15 PIT SPACE ALLOCATION:

- 15.1** A marquee or pit garage where available will be allocated by the Series Coordinator to each Competitor. The Series Coordinator will issue a notice regarding the terms and conditions of use of all marquees and/or pit garages prior to the commencement of the Series.
- 15.1.1** The Series Coordinator will allocate an area in pit lane for each competitor when they are not in a pit garage.
- 15.2** Except when required as part of the programme, or for approved technical reasons, Competitors are to have their competition vehicles in this area, for each Round from:
- Saturday: 9am - 5pm
 - Sunday: 9am until one(1) hour after conclusion of Super GT's last race.
- 15.2.1** The front entrance of the marquee or pit garage must be open during these times with the front of the vehicle facing the front opening, except when a vehicle is involved in a track session.

16 TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

- 16.1** Only the Michelin control tyre (dry and wet specification) as per Schedule Super GT, Article 11 are permitted for use at any Round of the Series.
- 16.1.1** The Michelin control tyres may only be purchased from the approved provider who will also provide trackside support and fitting services.

European Technique

Contact name: Wayne Scott
Email: wayne@tracktyres.co.nz
Mobile: +64 27 5389237

16.1.2 Only (dry) Michelin control tyres that have been specifically marked for the current Series may be used from Qualifying onwards. The tyres will be marked for use on a specified competition vehicle and must be fitted to the wheel in accordance with the manufacturer's specifications. This includes directional and asymmetrical.

Note: *It is not a requirement to have the control wet tyres marked.*

16.1.3 If a tyre is damaged, the Series Scrutineer, in consultation with the Michelin representative, shall determine the suitability of any (dry) replacement Michelin control tyre that has not been marked for the current Series.

16.2 New "Dry" tyre allocation for the Series: The maximum number of new "dry" tyres that may be presented for marking for each Round of the Series is eight (8). The "dry" tyre allocation applies from the commencement of the qualifying session to the end of the final race for the round.

For Round 1 only, four (4) additional new "dry" tyres may be used for Practice only in addition to the eight (8).

16.3 **"Dry" Tyre allocation per Round:** The tyres available are limited to those purchased for that Round (refer Article 11.2) and any previously marked control tyre from the current Series.

16.4 **"Wet" Tyre allocation per Round:** There is no controlled allocation of wet tyres per Round. If the meeting is declared "wet" by the Clerk of the Course only "wet" specification tyres must be used.

16.4.1 New wet tyre orders for each Round must be placed with the Approved Provider no later than seven (7) days prior to the Round at which the tyres are required.

16.5 **Tyre marking:** Tyre marking will take place as stipulated in the Event Supplementary Regulations and will be under the supervision of the Series Scrutineer.

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

16.7 **Tyre use during Practice:** Any tyres which have previously been marked are permitted to be used for any practice session.

16.8 The use of any tyre heating, heat retention device or chemical treatment is prohibited.

17 DECALS:

17.1 All vehicles shall carry competition numbers in the locations and standards set out in Appendix Two, Schedule A of the current New Zealand MotorSport Manual.

- 17.2** All Competitors shall ensure that their competing vehicle and apparel have specified spaces reserved for the Series Register and the Series Sponsor at all Rounds of the Series as designated by the Series Coordinator prior to the series commencement.
- 17.3** Competition numbers are to be allocated by the Series Coordinator, while the Competitor shall provide the physical competition number sets and comply with the requirements of Appendix Two, Schedule A.
- 17.3.1** One set of decals will be supplied free, replacements thereafter at current cost.
- 17.4** The Driver's name shall appear on both rear side windows.
- 17.5** All drivers shall wear:
- (1)** Embroidered patches on race suits (to be supplied by the sponsor). The position of the patches will be advised at the time of issue, and
 - (2)** Series sponsors caps (to be supplied by the sponsor) at prize giving ceremonies.
- 17.5.1** These patches shall be attached in accordance with Schedule A, Part One, Article 4.2(2).
- 18. MEETING RIDES:** Meeting Rides shall be conducted in accordance with the provisions of Schedule Z and will be at the discretion of the Inviting Club.