



Castrol Toyota Formula Regional Oceania Championship Certified by FIA

2025 Sporting Regulations



**SPORTING REGULATIONS GOVERNING THE 2025
Castrol Toyota Formula Regional Oceania Championship – Certified by FIA**

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ADMINISTRATION

1. JURISDICTION / PURPOSE

MotorSport New Zealand Inc hereby declares the following Sporting Regulations to be those governing competition for Competitors in the Castrol Toyota Formula Regional Oceania Championship – Certified by FIA.

The applicable regulations, in order of priority, are:

- The FIA International Sporting Code and it's Appendices, and the General Prescriptions of the FIA
- The National Sporting Code of Motorsport New Zealand (where applicable)
- The CTFROC Sporting and Technical Regulations;
- The Meeting Supplementary Regulations;
- Race Director Briefings

A Sanctioning Permit No: 249020 has been issued in the name of MotorSport New Zealand.

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
CTFROC-25-A001	09/01/2025	18.4	Drafting note left in error.
CTFROC-25-A002	14/01/2025	43.3	Drafting note left in error.

2. INTERPRETATIONS

The following expressions shall have the following meanings:

“Approved Promoter” means an organisation (commercial or otherwise) approved by MotorSport NZ to be responsible for the promotion and administration of the Championship.

“Assembly Area” means an area set aside by the organisers for Cars to be placed prior to being released for Practice, Qualifying or a Race. Cars may not necessarily be assembled in any particular sequence.

“As Supplied” means any Car, component, consumables or materials supplied by, or available for purchase from TGRNZ specifically for the Championship.

“Bodywork” means all entirely sprung parts of the Car, including radiators, in contact with the external air system, except for the structure that forms the safety harness and those parts incontestably associated with the mechanical functioning of the engine, the transmission and the running gear.

“Car” means a Toyota Tatuus FT-60 Car, supplied by TGRNZ specifically for the purpose of contesting the Championship in accordance with these articles.

“Category Manager” means TGRNZ.

“Championship” means the Castrol Toyota Formula Regional Oceania Championship certified by FIA.

“Circuit” means the area between the outer edges of the line along each side of the sealed surface. For the Pit Lane, the pit entry road, and the pit exit road the Circuit is defined by the outer edge of the lines marking the lanes or roads as appropriate.

“Competitor” means any person, firm or corporation whose entry is accepted for the Championship, whether as an entrant, driver, or crew member.

“CTFROC” means the Castrol Toyota Formula Regional Oceania Championship certified by FIA.

“CTFROC Championship Scrutineer” means the appointed CTFROC Scrutineer(s).

“FIA” means the Fédération Internationale de l’Automobile;

“First Timers Tests” means testing sessions arranged by TGRNZ for those drivers who have not competed previously in a Car.

“ISC” means the FIA International Sporting Code and its Appendices, and the General Prescriptions of the FIA.

“Licence” means a certificate of registration issued by MotorSport NZ, another ASN or the FIA to any person, firm, member club or corporation in accordance with the International Sporting Code or the National Sporting Code.

“MotorSport NZ” means the ASN who is responsible for motorsport activities in New Zealand and under whose authority the championship is registered with the FIA.

“National Sporting Code” or **“NSC”** means the National Sporting Code as issued by MotorSport NZ and relevant Appendices and Schedules.

“New Tyre” means a tyre supplied by the official tyre service provider with bar code identification that has not been through a heat cycle and exhibits no wear.

“Overlapping” is when the front part of the rear Car is in front of the rear part of the Car immediately ahead.

“Paddock” means the area provided for the parking and servicing of Cars.

“Pit Lane” means that part of the Circuit, bounded on the outside by the pit wall and on the inside by the extremity of the marked area, which provides competing vehicles with access to and from the pits. The Pit Lane commences and ends at the speed derestriction lines which are found at pit entrance and exit. The Pit Lane consists of the:

- (a) **“Fast Lane”** which means the lane closest to the pit wall providing access from the pit entry to each Competitor’s work area and access through to the pit exit where a 40 kph speed limit applies; and
- (b) **“Merge Lane”** which means the area between Fast and Working Lanes where Cars will be accelerating or decelerating when moving into or out of lanes where a 15 kph speed limit applies; and
- (c) **“Working Lane”** or **“Inner Lane”** which means the only area where any work can be carried out on a Car while in the Pit Lane where a 15 kph speed limit applies; and
- (d) **“Signalling Bay”** which means the part of the pit wall designated for Competitor’s pit crews to use signalling boards to pass information to Competitors.

“Pit Lane Drive Through Penalty” means a Competitor entering and exiting Pit Lane without stopping.

“Practice” means that part of a Meeting provided by the organisers to enable Competitors to familiarise themselves with the Circuit.

“Practice Start” means a Car either being stationary or significantly reducing speed and then accelerating rapidly causing traction to be lost at the driving Wheels.

“Qualifying” means that part of a Meeting provided for the purpose of determining starting order or grid positions.

“Red Flag Control Line” means the red line across the track used during race suspension.

“Registered Tyre” means a tyre (Used or New) that at a Meeting in the current Championship season has been submitted to the CTFROC Championship Scrutineer for bar code recording and marking for that Car.

“Safety Car Control Line” means the white line across the track used during procedures for Safety Car restarts, and defines the commencement point for Pit Lane exit closure during Safety Car intervention.

“Seal” means a piece of lead, aluminium, metal, plastic or paint composite attached to, or affixed by wire to, a component to prevent it being opened or dismantled without prior authorisation.

“**Set of Tyres**” means two front tyres and two rear tyres.

“**Specific Check Session**” means the testing of a specific Car by the TGRNZ appointed test driver to identify the cause of a problem related to components of the Car which are the responsibility of TGRNZ to diagnose (e.g. leased engines). Any such test will only be authorised by TGRNZ when deemed to be the best course of action and shall be carried out in such a way that no relative performance advantage accrues, with the intent of maintaining parity.

“**Standing Start**” means the method of starting a race where the Car is stationary at the moment the Start order is given.

“**Start**” or “**Race Start**” means the moment when the Start signal is given to Competitors.

“**Supplementary Regulations**” means the regulations issued by the organiser of a Meeting approved by MotorSport NZ. Reference to Supplementary Regulations includes Supplementary Regulations Part Two.

“**Supplementary Tyre**” means a tyre (either New or Registered) selected solely at the discretion of the CTFROC Championship Scrutineer to replace one or more of a Competitor’s tyres at a Meeting.

“**Test Day**” means an official TGRNZ Test Day in addition to the Meeting.

“**TOYOTA GAZOO Racing New Zealand**” or “**TGRNZ**” means representatives appointed by Toyota New Zealand Ltd as the Category Manager to organise the class.

“**Used Tyre**” means a tyre that has been through a heat cycle and exhibits wear.

“**Wheel**” means the combination of the flange and the rim. “**Complete Wheel**” means the combination of the flange, rim and tyre. “**Vertical Wheel Axis**” means the axis perpendicular to the ground, seen from the side, passing through the Wheel’s rotation axis, included in the central line of the tread.

“**Yellow Zone**” means the zone beginning at the zone markers prior to the first light panel displaying the yellow light(s) and ceasing when the incident is passed and there is a clear track and a green light visible to the driver.

Any situations not set out in these regulations or any situation which requires clarification or any dispute requiring interpretation shall be judged by the panel of stewards designated at each event.

3. CHAMPIONSHIP PERSONNEL

3.1 Chairman of Stewards: Wayne Scott
Mobile Phone Number: +64 27 432 7224
E-mail address: wayne.scott1@xtra.co.nz

3.1.1 Who is appointed and authorised by MotorSport NZ to be responsible for:

(a) Undertaking duties and authorities outlined in ISC Article 11.8 & 11.9.

3.2 Race Director: Adam Simmons
Mobile Phone Number: +64 22 199 7249
E-mail Address: adam@liveracetiming.co.nz

3.2.1 Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties outlined in ISC Article 11.10
- (b) Being a Start Line Judge
- (c) Being a Judge of Fact (Yellow flag redressing)
- (d) Being a Judge of Fact (Alcohol Testing)

3.3 Assistant Race Director: Amy Pullen
Mobile Phone Number: +64 21 198 3066
E-mail address: pulla106@yahoo.co.uk

3.3.1 Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties as specified in ISC Article 11.10 as assigned by the Race Director.
- (b) Being a Start Line Judge
- (c) Being a Judge of Fact (Yellow flag redressing)
- (d) Being a Judge of Fact (Alcohol Testing)

3.4 Category Manager: TOYOTA GAZOO Racing New Zealand
Address: Hampton Downs Motorsport Park
Unit T7, 20 Hampton Downs Rd
RD2, Te Kauwhata 3782

Contacts:	Joshua Greenland	Nicolas Caillol
Mobile Phone Number:	+64 27 325 9882	+64 27 601 0342
E-mail address:	josh.greenland@toyota.co.nz	nicolas.caillol@toyota.co.nz

3.4.1 Who are responsible for and authorised by MotorSport NZ to:

- (a) Liaise with MotorSport NZ on matters pertaining to the Championship.
- (b) Ensure supply and correct placement of competition number sets and correct placement of decals on Cars.
- (c) Ensure Meeting award winners attend presentations.

3.5 Championship Scrutineer: Stu Andrews
Mobile Phone Number: +6427 544 3336
E-mail address: stuandrews52@gmail.com

3.5.1 Who is responsible for and authorised by MotorSport NZ to:

- (a) Undertake safety audits including management of Car logbooks, tyre allocation and marking.
- (b) Affix Seals as required.

- (c) Establish and undertake technical eligibility checking.
- (d) Undertake the duties of a Judge of Fact with respect to weights and measures.
- (e) **Undertake the duties of a Tyre Judge**
- (f) Liaise with Meeting Officials and the Category Manager on any scrutineering or technical conformity issue for the category.

Note: *For all scrutineering queries outside of the Meetings, please contact the Championship Scrutineer or TGRNZ.*

3.6 Driving Standards Observer: Chris Pither

3.6.1 Who is appointed as an Assistant Clerk of the Course, and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties assigned by the Race Director
- (b) Being a Start Line Judge
- (c) Being a Judge of Fact (Yellow flag redressing)

4. RACE NUMBERS

4.1 Permanent Numbers: Competitors are to reserve a race number for the season via the CTFROC Permanent Number Application Form.

4.1.1 All Competitors must apply for a race number each season and cannot assume that the previous season's number is automatically retained.

4.2 Location: Numbers will be located on the Car as displayed in the following example.

Front Nose Stack



Rear Wing endplates



5. AMENDMENTS

- 5.1** MotorSport NZ (upon advice from the Chairman of the Stewards, in consultation with the Race Director and the Category Manager) may issue amendments to these Sporting Regulations or technical schedule where it is deemed necessary to amend any article. These amendments will be issued by or on behalf of the Chief Executive Officer in the form of Championship Amendments.
- 5.2** Amendments will be posted on the specific CTFROC section of the MotorSport NZ website (<https://motorsport.org.nz/championships/formula-regional-oceania/>), issued to the Category Manager, Chairman of Stewards, Race Director and posted on the Meeting's Official or Category Noticeboard.
- 5.3** It is the Competitor's responsibility to ensure that they obtain copies of these Championship Amendments and amend the text of their articles or schedules.

6. CHAMPIONSHIP STRUCTURE

- 6.1** The Championship will comprise the five(5) Meetings as follows:

MEETING	DATE	VENUE	NEAREST CITY
1	10-12 January 2025	Taupo International Motorsport Park	Taupo
<i>Featuring the Denny Hulme Memorial Trophy</i>			
2	17-19 January 2025	Hampton Downs Motorsport Park	Te Kauwhata
<i>Featuring the Dorothy Smith Memorial Cup</i>			
3	24-26 January 2025	Manfeild: Circuit Chris Amon	Feilding
<i>Featuring the Dan Higgins Trophy</i>			
4	31 January-2 February 2025	Teretonga Park	Invercargill
<i>Featuring the Spirit of a Nation Cup</i>			
5	7-9 February 2025	Highlands Motorsport Park	Cromwell
<i>Featuring the 69th New Zealand Grand Prix</i>			

- 6.1.1** MotorSport NZ reserves the right to either cancel or amend any Meeting of the Championship due to Force Majeure without affecting in any way its powers to award any title.
- 6.1.2** Each Meeting will be run on a circuit holding a valid FIA licence grade 3 minimum, as issued by the FIA.

6.2 Race Distances:

MEETING	RACE 1	RACE 2	RACE 3	VENUE
1	18 Laps	18 Laps	23 Laps	Taupo International Motorsport Park
2	18 Laps	18 Laps	23 Laps	Hampton Downs Motorsport Park
3	22 Laps	22 Laps	27 Laps	Manfeild: Circuit Chris Amon
4	25 Laps	25 Laps	30 Laps	Teretonga Park
5	18 Laps	18 Laps	27 Laps	Highlands Motorsport Park

6.2.1 At all Meetings the Stewards, in consultation with the Race Director & Category Manager, reserve the right to shorten and/or cancel races in the case of Force Majeure.

6.3 **Meeting Supplementary Regulations** and information will be issued no later than one(1) month prior to each Meeting. Once issued the Supplementary Regulations may be amended either:

6.3.1 If prior to the commencement of the Meeting, by MotorSport NZ.

6.3.2 From the commencement of the Meeting, by the Stewards of the Meeting.

6.4 **Postponement, Cancellation, & Abandonment:** The organisers reserve the right to cancel or abandon any Meeting (or part of any Meeting) for reasons of Force Majeure.

6.4.1 In the above cases all efforts will be made to replace missed races at future Meetings if possible.

7. ENTRIES

7.1 Entry is restricted to drivers and entrants who have completed, signed and returned a CTFROC Registration Championship Agreement with TGRNZ or a Wildcard entry as requested by the Category Manager and approved by MotorSport NZ.

7.1.1 **Wildcard Entry:** The Category Manager may request from MotorSport NZ the approval of Wildcard entries into Meeting 5. Each Wildcard entry will be limited to only Meeting 5. The Wildcard will not be eligible to be awarded championship points. At the conclusion of each race entered by the Wildcard, championship points will be allocated based on the finishing position of the registered championship competitors as stated in Article 7.1 excluding the classification of the Wildcard(s).

7.2 TGRNZ may only reject an application for registration after gaining the approval of MotorSport NZ.

7.3 Entry for all Meetings of the Championship must be made by the entrant and the driver on the official entry form.

7.4 In submitting an entry for Meeting(s) of the Championship all entrants and drivers agree to comply with these articles, the ISC and associated regulations as set out in Article 1.

7.5 Events are reserved for Formula (3) Regional cars as defined in the current FIA Technical

Regulations (Appendix J – Article 275).

- 7.6 Pit Space Allocation:** Paddock location will be determined by TGRNZ in conjunction with the Meeting promoter. TGRNZ will manage specific team allocation and use.
- 7.6.1** A pit bay will be allocated to each Competitor. TGRNZ will issue a notice regarding the terms and conditions of use of all marquee / garage areas prior to the commencement of the Championship.
- 7.6.2** Except when required as part of the programme, or for approved technical or promotional reasons, Competitors are to have their Cars in this area.

8. COMPETITOR REQUIREMENTS

- 8.1** Drivers contesting the Championship must be a minimum of 16 years old and hold a minimum of an ITC-C Licence issued by:
 - 8.1.1 MotorSport NZ:** with a valid International Medical and Motorsport NZ Club Membership; or,
 - 8.1.2 Another ASN (*National Sporting Authority recognised by the FIA*):** MotorSport NZ may approve participation in the Championship provided that the driver completes the appropriate application form and submits this to MotorSport NZ. The driver will need to satisfy MotorSport NZ that in addition to the ITC-C Licence they: hold a valid authorisation to compete (permit or visa) issued by the ASN of their passport.
 - 8.1.3** 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 Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian Competitors holding both Motorsport Australia ITC-C Licences and Tasman Visas may enter the Championship and be eligible for awards.*

- 8.2 Competitor understanding:** In signing the entry forms Competitors are deemed to fully understand:
 - 8.2.1** The ISC;
 - 8.2.2** These articles;
 - 8.2.3** The technical regulations - Castrol Toyota Formula Regional Oceania Championship Technical Regulations;
 - 8.2.4** The Meeting's Supplementary Regulations.
- 8.3** In signing the entry form the Competitor acknowledges that they are completely responsible for the actions and behaviour of their team and anyone associated with the team.

8.4 No Driver entered in the Championship (excluding Wildcard entries as approved in accordance with Article 7.1.1) may, since 1 January 2020 have participated in any round of a championship with any type of single seater car that was designed and/or built to achieve a power-to-weight ratio less than 1.5 kg/bhp.

8.5 Insurance:

8.5.1 Third party civil liability insurance is contracted by the Approved Promoter in accordance with the New Zealand law, and as required by MSNZ. This provision applies to each of the Events forming part of the Championship.

8.5.2 The third-party insurance arranged by the Approved Promoter shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other participant in the event.

8.5.3 Competitors taking part in the Event are not third parties with respect to one another.

8.5.4 During the Test days and the Events, Competitors are liable for any damage caused to the installations around the track (rails, walls, fencing, boards, etc.) and to the track surface.

Medical and repatriation insurance for the duration of the season and third-party civil liability insurance at Test sessions must be contracted by every Competitor, including those entered for a single event.

9. DOCUMENTATION / SAFETY AUDIT

9.1 Drivers need to have their documents and apparel checked at the first Meeting they compete at. If a driver has additional apparel at subsequent Meetings, it must be presented at documentation. A driver may not take part in a session with apparel that has not been passed by the CTFROC Championship Scrutineer. The time for documentation will be advised in the Supplementary Regulations. All documentation must be completed prior to participating in any Meeting.

9.2 Safety Audits will be managed by Championship Scrutineers who will also manage Car logbooks.

9.3 All entrants and drivers shall agree to submit their Car to eligibility scrutineering when required by CTFROC Championship Scrutineers.

10. POINTS

10.1 Points will be allocated for all Races at each Meeting to all drivers based on overall finishing order:

For Race 1 & 3:

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	DNF	DNS
35	31	27	24	22	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1	0	0

For Race 2 (partial reversed grid):

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	DNF	DNS
20	18	16	14	12	10	9	8	7	6	5	4	3	2	1	0	0	0	0	0	0	0

10.2 To award individual Meeting winners, points for all races will be added together. In the event of a tie then the provision of Article 22.7 will be used. If this does not separate the Competitors, then grid positions for Race 1 will be used to break the tie.

10.3 If a race is suspended according to Article 20 and is not resumed, no points will be awarded if the leader has completed two laps or less, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race duration, and full points will be awarded if the leader has completed 75% or more than 75% of the original race duration.

COMPETITOR MANAGEMENT

11. ABUSE OF OFFICIALS, OTHER COMPETITORS OR ANY OTHER PERSON:

11.1 Abuse of Officials, other Competitors or any other person is not permitted or condoned. This is considered a serious offence.

11.2 All instances will be referred to the Stewards.

12. DRIVER APPAREL:

12.1 All Competitors shall wear the following driver safety apparel / equipment when competing within the Championship:

12.1.1 Protective Helmet in compliance with FIA Standard 8860-2018-ABP fitted with tether posts for FHR.

12.1.2 Protective clothing, including overalls, underwear, balaclava, gloves, socks and shoes in compliance with FIA Standard 8856-2018.

12.1.3 An **FHR** (Frontal Head Restraint) in compliance with FIA Standard 8858-2002 or 8858-2010 in accordance with FIA Appendix L chart in chapter III Article 3.3.

12.2 Drivers must wear gloves in a high visibility colour which contrast with the predominant colour of the Car so that the driver can clearly draw the attention of the race starter in case of difficulties.

13. RACE RADIO

- 13.1** Race Radio will be used for major announcements, including (but not limited to) race penalties and to communicate instructions and information to team managers.
- 13.2** The frequency is 489.056250 colour code 12 Digital.
- 13.3** Any announcement over Race Radio will be considered as having been heard and understood. These announcements are binding decisions.
- 13.4** **Receivers may be hired from:** Rex Harris
Address: PO Box 179
Paraparaumu
Phone Number: +64 4 902 3553
Mobile Phone Number: +64 21 682 912
E-mail Address: aj.harris@xtra.co.nz

14. TEAM MANAGER AND COMPETITOR BRIEFINGS

- 14.1** No driver may participate in the Championship without successfully completing a training/educational programme. The training will take place prior to the start of first Meeting.
- 14.2** Team Manager and Competitor briefings may be held at each Meeting.
- 14.3** Competitors will be notified of the time of each briefing.
- 14.4** Attendance at scheduled briefings at the time notified is compulsory.
- 14.5** Failure to attend or being late to scheduled briefings will be referred to the Stewards.
- 14.6** Only briefings undertaken or approved by the Race Director shall have regulatory effect.

15. DRUG AND ALCOHOL TESTING

- 15.1** Drug and alcohol testing will be undertaken in accordance with Appendix A and Appendix C of the International Sporting Code.
- 15.2** The Breath Alcohol Technician will be the Race Director and/or the Assistant Race Director at all meetings.
- 15.3** A digital breathalyser approved by Motorsport New Zealand will be used.

16. PRACTICE STARTS

- 16.1** The only time a Practice Start is permitted is during a dedicated Practice Start session or when leaving the grid at the start of the formation lap or as permitted under Article 19.3.5(6).

16.1.2 Only **one (1)** Practice Start is allowed when leaving the grid at the commencement of the formation lap. The onus is on the driver conducting the Practice Start to carry out the Practice Start safely.

16.2 Failure to comply with this rule will be considered a breach of Circuit Regulations and will be referred to the Stewards.

17. TESTING AND PRACTICE SESSIONS

17.1 If it is necessary to red flag a session, Competitors must reduce speed and return to trackside pits. The session will be restarted, if time permits, once the track is cleared.

17.2 Testing and Practice:

17.2.1 During all Test Days and Meeting Practice including First Timers Tests and / or Specific Check Sessions, all Cars must comply with 2025 Castrol Toyota Formula Regional Oceania Championship Technical Regulations.

17.2.2 From 20th December 2024 to 9th February 2025 a Competitor, team, or any person connected with the same, may not drive, race or test in any way a Car or related components at any Circuit, other than:

(1) At a Test Day, First Timers Test, or Specific Check Session, and

(2) At a Meeting within dedicated CTFROC sessions.

17.2.3 No testing of any Car will be permitted on the circuit at which the Meeting is scheduled to be held 10 days prior to the start of that Meeting, except any test sessions organised by TGRNZ as required. Any Competitor failing to comply with this requirement will be referred to the stewards.

17.2.4 Test Days: Unless otherwise stated, Test Days are open to all Competitors entered in the 2025 Castrol Toyota Formula Regional Oceania Championship and to the official TGRNZ test Car(s) and their test drivers. Competitors should also refer to Article 34 which details the tyre use applicable to Test Days.

Test Day	Date	Circuit	Town/City
1	Thursday 9 January 2025	Taupo International Motorsport Park	Taupo
2	Thursday 16 January 2025	Hampton Downs Motorsport Park	Te Kauwhata
3	Thursday 23 January 2025	Manfeild Circuit Chris Amon	Feilding
4	Thursday 30 January 2025	Teretonga Park	Invercargill
5	Thursday 6 February 2024	Highlands Motorsport Park	Cromwell

Any changes to the above schedule will be notified by the Category Manager.

17.2.5 Group A & B Test session may be held prior to the first Meeting of the Championship. Any such Group A & B Test session Days will be detailed in an official CTFROC Advice notice issued by TGRNZ to all Competitors.

17.2.6 TGRNZ may at any time perform a Specific Check Session, whether or not at a Test Day or Meeting which forms part of the CTFROC Championship.

17.2.7 The TGRNZ official test Cars are excluded from the provisions of this Section 17.

17.3 Practice for all Meetings: Three (3) Practice sessions of approximately thirty (30) minutes duration will be available to drivers. The driver may only use their Car (which they have entered in the Meeting) in these sessions.

17.4.1 Cars are to remain in their garages until called to proceed to Assembly Area or the pit apron. Unless otherwise advised, Cars must proceed to the Assembly Area (if in use) at the 10-minute signal or must be on the pit apron at the 3-minute signal prior to the Pit Lane exit opening.

17.4.2 Cars are to leave in a continuous manner in Pit Lane order starting from the Car closest to Pit Lane exit at the start of the session. If a car does not intend to leave in sequence (or is otherwise delayed in leaving) the following cars are allowed to leave.

17.4.3 During the course of any Testing or Practice session, once a Car has entered Pit Lane, the Car must remain in Pit Lane whilst not on the Circuit.

17.5 At the end of each practice session, drivers may only cross the finish line once. Any breach of this rule will be referred to the Stewards.

18. QUALIFYING SESSIONS

18.1.1 Unless otherwise provided for, at Meetings 1, 2, 3 and 4, there will be **two (2) Qualifying Sessions of 15 minutes duration**.

18.1.2 At Meeting 5 there will be one qualifying session which will be run as follows:

- (i) For the first fifteen (15) minutes of the session (Q1) all cars will be permitted on the track and at the end of this period the slowest four (4) cars will be eliminated from taking any further part in the session. Lap times achieved by the twelve (12) remaining cars will then be deleted.
- (ii) After a seven (7) minute break the session will resume for ten (10) minutes (Q2) and the twelve (12) remaining cars will be permitted on the track. At the end of this period the slowest four (4) cars will be eliminated from taking any further part in the session. Lap times achieved by the eight (8) remaining cars will then be deleted.
- (iii) After a ten (10) minute break the session will resume for twelve (12) minutes (Q3) and the eight (8) remaining cars will be permitted on the track.
- (iv) Above procedure is based upon sixteen (16) cars being officially eligible to take part in the Event. If more than sixteen (16) cars (or less) the number of cars admitted in Q2 & Q3 are determined by the table below:

Number of cars eligible to take part in the Event	Number of competitors admitted in Q2	Number of competitors admitted in Q3
20	14	8

19	14	8
18	13	8
17	13	8
16	12	8
15	12	8
14	11	8

18.1.3 Any driver whose best Qualifying lap exceeds 110% of the fastest Qualifying time, or who fails to set a time, will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous Practice session, the Stewards may permit the Car to start the race. Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one(1) driver accepted in this manner they will be arranged on the grid in the order they were classified in Practice.

18.2 The Car must be in conformity with the technical schedules during all sessions.

18.3 If it is necessary to red flag a session, Competitors must reduce speed and return to Pit Lane. The session will restart once the track is clear. Where a session is stopped, the Race Director may add up to an additional 10 minutes to the session time. Once the session time and any additional time has elapsed, the session will end. Should the red flag be displayed with less than 2 minutes remaining, the Race Director may decide not to restart the session.

18.4 If any driver who in the opinion of the stewards is the sole cause of the issuance of a red flag during Qualifying then that Competitor will be moved back three (3) grid positions. In the event of more than one (1) driver being given a penalty under this clause, then the effect shall be that each driver moves back three (3) grid positions regardless of the order the stoppages occurred.

For Meeting 5, if any driver who in the opinion of the stewards is the sole cause of the issuance of a red flag during Q1 then that Competitor will be moved back three (3) grid positions for Race 1 , and if during Q2 or Q3 then that Competitor will be moved back three (3) grid positions for Race 3.

18.4.1 In the case of an incident in any Qualifying session involving more than one (1) Car, should the Race Director observe that some of the drivers are not directly responsible for the incident, those drivers shall not be penalised.

18.4.2 If, after a red flag signal is given, a driver causes another separate incident that would have otherwise caused a red flag to be displayed, then that driver will also be penalised.

18.4.3 If, in the case of Force Majeure, it is not possible to record Qualifying times, then Practice session times may be used.

18.5.1 Cars are to remain in their garages until called to proceed to the Assembly Area or the pit apron. Unless otherwise advised, Cars must proceed to the Assembly Area (if in use) at the 10-minute signal or must be on the pit apron at the 3-minute signal prior to the Pit Lane exit opening.

- 18.5.2** Cars are to leave in a continuous manner in Pit Lane order starting from the Car closest to Pit Lane exit at the start of the session. If a car does not intend to leave in sequence, the following cars are allowed to leave.
- 18.5.3** During the course of any Qualifying session, once a Car has entered Pit Lane, the Car must remain in Pit Lane whilst not on the Circuit.
- 18.6** At the end of each Qualifying session, drivers may only cross the finish line once. Any breach of this rule will be referred to the Stewards.

19. STARTING POSITIONS, ASSEMBLY, FORMATION & STARTING PROCEDURES

19.1 Starting Positions: For Meetings 1,2,3 and 4 starting positions shall be determined as follows:

Race 1	Race 2	Race 3
Fastest lap achieved in Q1	Reversed top 8 of Race 1 results	Fastest lap achieved in Q2

19.1.1 For Meeting 5:

- (a)** Grid for Race 1 will be the fastest lap achieved in Q1.
- (b)** Grid for Race 2 will be the reversed top 8 of Race 1 results
- (c)** Grid for Race 3: the grid will be drawn up as follows:
 - (i)** The last four positions will be occupied by the cars eliminated during Q1, the fastest in 13th position.
 - (ii)** The next four positions will be occupied by the cars eliminated during Q2, the fastest in 9th position.
 - (iii)** The top eight positions will be occupied by the cars which took part in Q3, the fastest from pole position.
 - (iv)** If more or less than sixteen (16) cars are entered in the Event, appropriate amendments will be made to the above in accordance with Article 18.1.2.(iv).

19.2 Assembly:

- 19.2.1** Cars are to remain in their garages until called to proceed to Assembly Area or the pit apron. Unless otherwise advised, Cars must proceed to the Assembly Area (if in use) at the 10-minute signal or must be on the pit apron at the 3-minute signal prior to the Pit Lane exit opening.
- 19.2.2** Cars are to leave in a continuous manner in Pit Lane order starting from the Car closest to Pit Lane exit at the start of the session. If a car does not intend to leave in sequence, the following cars are allowed to leave.

19.2.3 For a race and as soon as practical, following the completion of the previous event or break, Cars will be released to drive to the grid. NB: there may be rescue crews on the track and speed is to be kept to a minimum.

- (1) Once released on this positioning lap, any Competitor entering Pit Lane will Start the race from Pit Lane exit.
- (2) On the positioning lap the practice of aggressively accelerating and/or braking and/or weaving must not continue past the Safety Car Control Line.

19.2.4 Pit Lane exit will close 2 minutes after the first Car is released on its positioning lap.

- (1) Any Cars that have not left the pits by this time will Start from Pit Lane exit.

19.2.5 A maximum of 4 pit crew members in team uniform per Car, plus a number/name holder are permitted on the grid.

19.2.6 Once Cars have formed up on the grid, engines are to be turned off.

19.2.7 Grid marshals will ensure all Cars are in their correct position.

19.3 Formation:

19.3.1 3-minute board & siren – Cars to be on the ground with Wheels fitted.

19.3.2 2-minute board & siren – All personnel to leave the grid. A battery person is permitted to remain on the grid.

19.3.3 1-minute board & siren – No further work on the Car is permitted. Any vehicles starting from the pit lane must now be at the Pit Lane exit. Engines to be started and battery person to disconnect and start vacating the grid.

19.3.4 15 second board & siren – Battery person must have evacuated the grid.

19.3.5 Green light/flag – Cars to proceed on formation lap when the green light/flag is shown, leaving the allocated grid box in starting order sequence. A Practice Start may be conducted and the formation must be kept as tight as possible. Rescue vehicles to follow at rear of field.

- (1) If any driver is not able to leave in correct sequence but gets their Car started prior to the last Car leaving, they are to maintain that position and resume their correct position when forming up on the grid. However, if they are not able to leave prior to the last Car passing them they must Start from the rear of the grid.
- (2) Any driver who is unable to Start the formation lap prior to the last Car leaving must signal by raising both hands above their head.
- (3) After all the other Cars have started their formation lap, their battery person or a TGRNZ representative may attempt to restart the engine under the supervision of the marshals. The Car may then Start its formation lap but is forbidden to pass any other moving Car and must Start from the rear of the grid.

- (4) If a Car will not restart, the marshals will push the Car to the pit entrance or exit, whichever is the closer, where the mechanics may attempt to start it. Any such work must not block the Fast Lane.
- (5) Once the last Car able to do so has left the grid and passed the pit exit, any Cars that are required to start the race from the Pit Lane may also join the formation lap. At the end of the formation lap they must come into pit lane and start the race from pit exit when signalled to do so.
- (6) During the formation lap, drivers will be permitted to lose traction at the driving wheels prior to a point nominated by the Race Director. For clarity, drivers are not permitted to stop on the circuit at any time and any reduction in speed must be done safely.

19.4 Starting Procedure:

- 19.4.1** Subject to Art 19.3.5(1), having completed the formation lap Cars will return to their allocated grid position.
- 19.4.2** All the Cars permitted to start the race from the Pit Lane, and who completed a formation lap, must enter the Pit Lane at the end of the lap and start from the end of the Pit Lane as specified in 19.2.3 (1).
- 19.4.3** The front wing structure of the Car must be behind the grid box front line. It is permissible to reverse to achieve this.
- 19.4.4** Starting light sequence commences and 5 red lights will be displayed, activated 1 by 1. After all 5 lights are on, the 0.2 to 3 second random sequence is engaged. When all 5 lights are extinguished – THIS IS THE START SIGNAL AND RACE STARTS.
- 19.4.5** If a Car develops a problem that could endanger the Start, the Driver must raise both hands above their head.
- 19.4.6** If a Car is unable to make the start of a race that they have qualified for, it is permitted that that Car may join the race at any time during the first 25% of the scheduled race distance.

19.5 Start Delayed:

- 19.5.1** Should the amber lights be switched on after the Start light sequence begins then a “Start Delayed” procedure will apply.
- 19.5.2** Engines are to be switched off and one (1) battery person will be permitted to return to each Car on the grid.
- 19.5.3** The Start procedure will go back to the 1-minute board & siren when directed by the Race Director.
- 19.5.4** Any intervention permitted will be directed from the Race Director over race radio.

19.5.5 Any Car/s that caused the Start to be delayed will be moved to the rear of the grid or Pit Lane, whichever is appropriate.

- (1) If it is possible to restart the Car on the grid, it will remain there (protected by yellow flags) while the field proceeds on a further formation lap. The Car will then be released to join the rear of the field and will Start from the rear of the grid.
- (2) Any Car moved to Pit Lane will Start from Pit Lane exit.
- (3) 1 lap of the race will be deducted every time an additional formation lap is undertaken.

19.6 Wet Start:

19.6.1 In exceptionally wet circumstances (as determined by the Race Director) the race may Start behind the Safety Car.

19.6.2 Prior to release on the Start lap the Safety Car will be stationed on the Circuit approximately 50 metres in front of the Start line with its revolving yellow light on.

19.6.3 SC boards and yellow flags will be shown at all flag points.

19.6.4 Cars will be released, and are to move into single file order, maximum 5 Car lengths apart. This is the first lap of the race.

19.6.5 The Safety Car will continue until it is judged safe to commence racing.

19.6.6 When the Race Director decides to call in the Safety Car it will turn off its flashing lights, accelerate away from the leader and return to Pit Lane.

19.6.7 When the Safety Car turns off its lights:

- (1) The leader must maintain the speed previously set by the Safety Car.
- (2) The leader must not decrease the speed previously set by the Safety Car.
- (3) Cars are to maintain single file, line astern and there is to be no weaving after the Safety Car lights are turned off.

19.6.8 At the appropriate time the Race Director will issue an instruction via race radio. When the instruction is given:

- (1) The leader controls the pace.
- (2) Cars are to maintain single file, line astern.
- (3) Drivers must proceed at a pace with no erratic acceleration nor braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart. No passing is permitted.

19.6.9 The race will restart when yellow flags and SC boards are replaced by green flags and/or green light(s) at the Start/Finish line – this is the signal to Start.

19.6.10 When the signal to Start is given:

- (1) Drivers must maintain single file, line astern until their Car has crossed the Safety Car Control Line.
- (2) Once the front of their Car is over the Safety Car Control Line the driver is permitted to overtake.

19.6.11 All laps following the Safety Car will count as laps of the race.

19.7 False Start: A false Start is defined as being either:

19.7.1 Any Car which has crossed or stopped in front of its grid line and not corrected before the starting signal has been given, or

19.7.2 Any Car which is moving forward when the starting signal is given.

In the case of a minor movement and subsequent stop whilst the red lights are on, the Race Director will be the sole judge of whether an advantage has been gained and subject to penalty.

20. RACE SUSPENSION AND RECOMMENCEMENT

20.1 Should it become necessary to suspend the race because the Circuit is blocked by an accident or because weather or other conditions make it too hazardous to continue, the Race Director shall order a red flag to be shown at the Start line and simultaneously, all Marshal Posts shall display a red flag. If the Meeting is declared wet during a race, Article 24.3 applies.

20.2 The decision to suspend the race can only be taken by the Race Director.

20.3 When the Red Flag signal is displayed to stop:

20.3.1 All Cars shall immediately reduce speed, proceed slowly to the Red Flag Control Line and line up in a single line in the order they arrive. No overtaking is permitted.

20.3.2 For those Cars remaining on the track, no intervention of any nature is authorised unless the Race Director directs otherwise as they are considered to be in Parc Fermé conditions.

- (1) For those Cars who choose to enter Pit Lane, or are already in Pit Lane, there is no restriction on the work that may be carried out.
- (2) A Car may be pushed from the grid to the Pit Lane.

20.3.3 The restart order of the Cars will be taken at the last point at which it was possible to determine the position of all Cars.

20.3.4 Pit Exit will be closed. Any Cars in the pits may rejoin the race as provided for in Article 20.4.

20.3.5 The race is suspended.

20.3.6 Once the Cars have returned to the Red Flag Control Line:

- (1) 1 team member per Car will be permitted on the grid upon the approval of the Race Director.
- (2) The Safety Car will be positioned at the Start/Finish line.
- (3) The Race recommences as detailed in Section 21.

20.3.7 If the race is suspended during a Safety Car intervention, and the Safety Car is directed into the Pit Lane:

- (1) Cars shall stop in a line behind the Safety Car in the Fast Lane.
- (2) 1 team member per Car only will be permitted in the Fast Lane upon the approval of the Race Director.

20.4 Any Car that for any reason enters Pit Lane or is in Pit Lane, after the red flag has been displayed may only restart the race from Pit Lane. The pit exit will remain closed until the Safety Car and Cars have passed on their race commencement lap. Cars will be released from pit exit in the order they arrived there.

20.5 Any Car that is brought into Pit Lane assisted by recovery team(s) may not rejoin the race.

20.6 **Recommencement of the Race:**

20.6.1 Subject to Art 20.5, any Car that qualified for the race may take the commencement. This includes Cars that may not yet have taken any part in the race. They may Start but will be a number of laps in arrears.

20.6.2 When the green flag/light is displayed, the Safety Car will leave the grid:

- (1) Cars will be released behind the Safety Car.
- (2) A Car may be push started, but only if approval has been given by a CTFROC championship official.
If any driver is unable to leave in the correct sequence they are to remain in position unless instructed via race radio to reclaim their original position.
- (3) The race will be recommenced as provided for in Article 21.3.
- (4) All laps following the Safety Car will count as laps of the race.

20.6.3 Any Car(s) at Pit Lane exit may rejoin the field as last Car(s) once the Safety Car and the field passes and thus will be credited for that lap in the results. If the Cars have entered the Pit Lane behind the Safety Car, this same commencement procedure will apply, but with the Cars being released behind the Safety Car from the pit exit.

- 20.6.4** The distance or time of the restarted race will be that required to complete the scheduled distance or time.
- 20.6.5** Where 75% of the scheduled distance or time has been completed the Event may be concluded at the sole discretion of the Race Director and there will be no restart.
- 20.6.6** If it is impossible to recommence the race, then the race shall be declared at the completion of the lap preceding the showing of the red flag, provided a minimum of 2 laps have been completed. If less than 2 laps have been completed, then the race shall be abandoned without a result.
- 20.6.7** If a race is suspended under Article 20, and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.

21. SAFETY CAR DEPLOYMENT AND RACE RESTART

- 21.1** The Safety Car may be brought into operation to neutralise a race upon the decision of the Race Director.
- 21.2 Safety Car Deployment:**
- 21.2.1** When the Race Director gives the order, all marshal posts will display yellow lights and an "SC" board which shall be maintained until the Safety Car's intervention is over.
- 21.2.2** Flashing yellow lights and an SC" board "will be used at the starting line; if necessary, other flashing yellow lights may be used at other points of the Circuit.
- 21.2.3** The Safety Car, with its flashing lights on, will join the Circuit at the direction of the Race Director.
- 21.2.4** All Cars must reduce speed and line up in single file without any degree of Overlapping behind the Safety Car. All Cars shall maintain the same speed as the Safety Car whilst in the convoy and the same speed as the Car in front. All drivers shall maintain a maximum distance of 5 Car lengths from the Car in front. The Stewards may impose a penalty upon any driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this regulation; and should a driver breach this regulation for the benefit of another, both may be penalised. Overtaking is forbidden, unless a driver is signalled to do so from the Safety Car or via a Race Radio instruction.
- 21.2.5** When ordered to do so by the Race Director, the observer in the Safety Car will signal (using either a green light or other signals) past any Cars between the Safety Car and the race leader, and any Cars that have been lapped. At this point, weaving is not permitted until all lapped Car(s) have passed the Safety Car as directed by the Race Director. These Cars will continue at reduced speed particularly through any hazard zone(s) and without overtaking until they reach the line of Cars behind the Safety Car. Notification will be made by Race Radio when weaving may recommence.

21.2.6 Each time the Safety Car passes a marshal post, the yellow light will be flashed continuously while the Safety Car and the Cars following it remain in the section between this point and the next point.

21.2.7 Under certain circumstances the Race Director may ask the Safety Car to use the Pit Lane. In these cases, and provided its yellow lights remain illuminated, all Cars must follow it into the Pit Lane without overtaking. Any Car entering the Pit Lane under these circumstances may stop at its designated pit area.

21.2.8 While the Safety Car is in operation Cars may enter the Pit Lane but may only rejoin the track when the green light at the end of the Pit Lane is on. The green light will be on at all times except when the Safety Car and the line of Cars following it are between the Safety Car Control Line and the pit exit.

21.3 End of Safety Car Deployment:

21.3.1 When the Race Director decides to call in the Safety Car it will turn off its flashing lights, accelerate away from the leader and return to Pit Lane. When the Safety Car turns off its lights:

- (1) The leader must maintain the speed previously set by the Safety Car.
- (2) The leader must not decrease the speed previously set by the Safety Car.
- (3) Cars are to maintain single file, line astern. Weaving is not permitted after the Safety Car lights are turned off.

21.3.2 At the appropriate time the Race Director will issue an instruction via race radio. When the instruction via race radio is given:

- (1) The leader controls the pace.
- (2) Cars are to maintain single file, line astern.
- (3) Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart. No passing is permitted.

21.3.3 The race will restart when a green flag or green light(s) are displayed at the Start/Finish line.

21.3.4 Yellow flags and SC boards will then be replaced by green flags or green light(s) at the restart of the race.

21.3.5 When the signal to Start is given:

- (1) Drivers must maintain single file, line astern until their Car has crossed the Safety Car Control Line.
- (2) Once the front of their Car is over the Safety Car Control Line the driver is permitted to overtake.

21.3.6 If the last lap of the race is under Safety Car conditions, the Safety Car will come into the Pit Lane and drivers are to drive in line astern over the Start/Finish line maintaining the speed held whilst behind the Safety Car and without overtaking.

21.4 Each lap covered while the Safety Car is in operation will be counted as a race lap.

22. RACE FINISHES

22.1 The finish signal (chequered flag) will determine the conclusion of a race. For reasons of Force Majeure the Race Director may also determine that a race has been concluded.

22.2 The finish control line shall be marked across the Circuit and is deemed also to cross the Fast Lane of the pits at a point immediately in line with the line across the Circuit proper.

22.3 Should the end of the race signal inadvertently or otherwise be displayed before the leading Car completes the scheduled number of laps the race will nevertheless be deemed to end at the moment the signal is given. Should the finish signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the Competitors will be classified accordingly.

22.4 To be classified as a finisher, a Car must cross the finishing line under its own power within 4 minutes immediately after the signalling of the finish of the race has been displayed to the winner and have covered at least 75% of the distance achieved by the winner.

22.5 After receiving the finish signal, Cars will proceed at a reduced speed to re-enter the pits.

22.6 Dead Heats: For any classification, dead heats will result in points gained or awards being shared equally.

22.6.1 Thus, if third and fourth places cannot be separated their points or awards are added together and divided by two, and these Competitors declared equal third. The next Competitor in the classification is declared to be fifth.

22.7 Ties in Championships, Cups, Trophies or Meetings: The classification in a Championship or Meeting which has resulted in a tie, will be determined by taking into account, firstly, the number of first placings obtained and progressing down the finishing positions in all the races counting for the Championship or Meeting until the tie is broken.

22.7.1 If an equal result is still obtained, MotorSport NZ shall, after taking into account such consideration as they deem to be desirable and/or convenient, either declare a winner OR declare 2 or more drivers (as may be appropriate) to be equal winners of the Championship.

22.8 Provisional Results: The Provisional Results will be posted as soon as possible after each race on the Official Notice Board and in the absence of any inquiries, protests or technical inspections pending will become final after the expiration of 30 minutes.

23. PARC FERMÉ

- 23.1** At the conclusion of any Qualifying session or race, drivers, upon directive from Championship personnel, may be required to drive their Car directly (without any pit crew intervention at all) from the track to the designated Parc Fermé areas. Any cars directed to a finish podium are also in Parc Fermé.
- 23.2** No intervention of any kind is permitted whilst the Car is in Parc Fermé unless specifically authorised by the Championship Scrutineer, or Race Director.
- 23.3** The area between the finish line and the Parc Fermé will be governed by the same requirements as the Parc Fermé.

24. WET CONDITIONS

- 24.1** Whenever wet specification tyres are fitted the rear light must be illuminated during Practice, Qualifying and racing.
- 24.2** The rear light must be illuminated at all times when the Car is running on wet weather tyres and / or when the 'Rain Lights On' Board is displayed.

It shall be at the discretion of the Race Director to decide if a driver shall be stopped because the rear warning light is not illuminated for whatever reason. Should a Car be stopped in this way it may rejoin when the fault has been remedied.

- 24.3** In exceptionally wet circumstances the Race Director may at any time declare the Meeting wet. In this status the use of dry specification tyres is prohibited, and rear rain lights must be illuminated. These conditions will remain in place until the wet status is lifted.

24.3 Race procedures:

- 24.3.1** If the Meeting is declared wet during a race the Race Director shall order a red flag to be shown at the Start line and simultaneously, all marshal posts shall display a red flag. Race radio will declare the Meeting wet and all Cars on dry specification tyres will immediately return to Pit Lane to fit wet specification tyres and illuminate rear rain lights.
- 24.3.2** Cars already on wet specification tyres will follow the race suspension procedure and proceed to the Red Flag Control Line marked on the grid (refer Article 20).
- 24.3.3** Cars returning to Pit Lane are in Parc Fermé conditions, the only change permitted is to change to wet tyres. An allowance of 3 minutes from the time the first Car enters Pit Lane will be provided before pit exit opens as specified in Article 24.3.5.
- 24.3.4** The Cars in Pit Lane will be formed up in single file in their track order at the end of the last completed lap by the race leader immediately preceding the showing of the red flag.
- 24.3.5** Cars will be released behind the Safety Car with the Cars that were already on wet specification tyres to the front and Cars that returned to Pit Lane will follow.

24.3.6 Intervention other than that permitted in Article 24.3.3 is only permitted if authorised by a Championship Scrutineer for safety reasons and those Cars will go to Pit Lane to complete repairs and will line up behind any Cars changing tyres (refer Articles 24.3.3 and 24.3.4) in the order they arrive.

24.3.7 The race will be recommenced as provided for in Article 21.3. There will be a minimum of 2 laps behind the Safety Car prior to the restart.

24.3.8 Laps following the Safety Car will count as laps of the race.

25. RACE MANAGEMENT

25.1 CODE OF DRIVING CONDUCT:

25.1.1 Incidents: "Incident" means any occurrence or series of occurrences involving one or more driver/s, or any action by any driver/s, which is considered to have had a negative effect on any Competitor/s. Incidents are not permitted and may be penalised.

25.1.2 These occurrences may result in or from, but are not limited to:

- (1) the stopping of a Practice or Qualifying session or the suspension of a race;
- (2) causing a false Start by 1 or more Cars;
- (3) causing a collision or accident;
- (4) forcing a driver off the track;
- (5) preventing a legitimate overtaking manoeuvre by a driver;
- (6) impeding another driver during overtaking;
- (7) changing line when entering, during or leaving a corner to prevent an overtaking attempt by a driver;
- (8) cutting in front of a Car following a passing move causing contact.

25.1.3 Specific examples may be expanded upon in the Race Director's written briefing.

25.1.4 Unless it was completely clear that a driver was in breach of any of the above occurrences the Incident will normally be investigated after the race.

25.1.5 Any Incidents noted by the Race Director during a race will be investigated either during the race, or post-race, and any time penalty imposed as a result of a post-race investigation will be deemed to be not subject to protest or appeal.

25.2 DRIVING:

25.2.1 The driver must drive the Car alone and unaided.

- 25.2.2** Drivers must use the Circuit at all times. For the avoidance of doubt the lines defining the Circuit edges are considered to be part of the Circuit but the kerbs are not.
- 25.2.3** A driver will be judged to have left the Circuit if all 4 tyres of the Car are outside the lines defining the Circuit edges.
- 25.2.4** Should a Car leave the Circuit the driver may re-join when it is safe to do so and without gaining any advantage or interfering with any other Competitor.
- 25.2.5** A driver may not deliberately leave the Circuit without justifiable reason.
- 25.2.6** More than 1 change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended their position off-line, should leave at least 1 Car width between their own Car and the edge of the Circuit on the approach to the corner.
- 25.2.7** Any driver defending their position on a straight, and before any braking area, may use the full width of the Circuit during the permitted 1 change of direction, provided there is no Overlapping from a Car attempting to pass. Whilst defending in this way the driver may not leave the Circuit without justifiable reason.
- 25.2.6** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a Car beyond the edge of the Circuit or any other abnormal change of direction, are not permitted.

25.3 PIT REGULATIONS:

25.3.1 Pit Lane and Signalling Bay:

- (1) Smoking:** Smoking, electronic cigarettes or any naked flame (including welding and metal grinding equipment) is prohibited in the Pit Lane area and on the pit aprons at any time.
- (2) Clothing and footwear:** All personnel are required to wear closed footwear and it is recommended that clothing that at least provides limited protection from fire (e.g. cotton, wool based or fire-retardant material) is worn.
- (3) Minimum age:** Children under 14 years of age are not permitted in the Pit Lane.
- (4) Signalling:** Up to 3 team members from each Car will be permitted in the Signalling Bay during any of that team's on-track sessions. There will be no structures erected in this area.
- (5) Car Servicing Limitations:** Service crew may only service or carry out repairs on Cars in the designated Working Lane of the Pit Lane or in the Paddock.
- (6) Car Movement:** No Car may engage reverse gear in Pit Lane.
- (7)** No Competitor, service crew or team members may cross onto the Circuit proper under any circumstances (including Race Starts/stops or incidents) without the express permission of the Race Director. This permission may be given over race radio.

- (8) **Evacuation of Signalling Bay during Races:** During the Start of a race the Signalling Bay must be kept completely free of people with the exception of authorised officials. It is permissible for 1 team member to remain on the wall until their Car returns to ensure the Car is correctly in their grid position. Once this has occurred, they must retire immediately.

25.3.2 Entry to Pit Lane:

- (1) The “deceleration zone” from the Circuit exit point to the speed restriction line in the pit entry lane is deemed to be part of the pit area.
- (2) During Practice, Qualifying and races, Car access to the pits is only permitted through the deceleration zone without crossing in any direction the line separating the deceleration zone from the Circuit proper.
- (3) Any driver intending to enter the pits shall signal their intention in good time and shall ensure that it is safe to do so.

25.3.3 Exit from Pit Lane:

- (1) Any Car in the Fast Lane has right of way, all other Cars must give way to the Cars in the Fast Lane.
- (2) The “acceleration zone” from the speed derestriction line in the pit exit lane to the Circuit entry point is deemed to be part of the pit area.
- (3) A Car exiting the pits during a Practice or race should use the distance provided by the acceleration zone to attain at least 70% of the speed normally attained by Cars racing on the Circuit at the pit exit/Circuit proper merge point.
- (4) Cars leaving the pits shall not cross the separation line. The line painted on the Circuit at the pit exit provides a separation zone for Cars leaving the pits through the acceleration zone from those Cars on the Circuit at the merge point.
- (5) **During Practice and Qualifying sessions:** There will be green/red signal lights at the pit exit. Cars may only leave the Pit Lane on the green signal.
- (6) **During races:** A Blue flag held stationary or an illuminated blue light(s) shall be used to warn the Car exiting the pits that Cars on the Circuit are approaching the pit exit/Circuit proper merge point. Drivers leaving the Pit Lane will do so on their own responsibility.

25.3.4 Refuelling: of Cars is not permitted in Pit Lane unless otherwise provided for.

25.3.5 Pit Crew Safety:

- (1) In the interests of safety, it is compulsory to use solid incompressible components capable of supporting the Car in the event of a failure of jacking equipment.

- (3) The components must be placed under the Car at all times when any person is working on the Car in a manner that involves any part of their body (other than hands and forearms) being under part of the Car.
- (3) Specifically excluded from this rule are standard Wheel changing operations.

25.4 CIRCUIT REGULATIONS:

25.4.1 Speed restrictions:

- (1) On the Circuit or in the deceleration or acceleration zones of the pit entry or exit lane no speed restrictions apply.
- (2) While in Pit Lane, Cars shall not exceed 40kph. Pit Lane commences at the white line painted across the deceleration zone (a sign denoting the speed limit will be displayed adjacent to this point) and terminates at the white line painted across the acceleration zone (a sign being the international symbol of a white disc with a black diagonal will be displayed adjacent to this point).
- (3) In all other areas of the venue no Car shall be driven at a speed exceeding 15kph.
- (4) In the Pit Lane no other type of vehicle may exceed 15kph or be driven by any person younger than 16 years of age.
- (5) In the Paddock area vehicles must not exceed 15kph and must be driven by a person holding a driving licence, either competition or civil.

25.4.2 Leaving the Circuit:

- (1) Any Car, which has left the Circuit with all 4 Wheels, shall rejoin the Circuit at the nearest point to the exit from it, compatible with safety.
- (2) If by leaving the Circuit or taking a shortcut from the Circuit a Competitor gains an advantage by overtaking 1 or more Competitors, that Competitor must yield the advantage gained by allowing that 1 or more Competitors to repass within 1 lap of the point of the incident. Notification of this may be given on race radio. Failure to do so will incur a penalty.

25.4.3 On Circuit Stoppages:

- (1) Should a driver be compelled to stop the Car, either involuntarily or for any other reason, the Car shall be moved off the Circuit as soon as practical so that its presence does not constitute a danger, the driver must then evacuate the Car and retire to a safe position.
- (2) If the driver is not able to move the Car out of the potentially dangerous position, it is the duty of the officials to assist. In that case if the driver succeeds in restarting the Car and re-joins the race without committing any breach of the regulations and without gaining an advantage from the preceding movement of the Car to a safer place, the driver will not be excluded from the race.

- (3) No Car able to proceed under its own power shall be stopped either on the Circuit or the verges of the Circuit but shall proceed to Pit Lane or the Paddock.
- (4) No Car shall be driven in the reverse direction except for the minimum distance to remove it from an unexpected situation and then only under official supervision.
- (5) The pushing of a Car by the driver or by another Car along the Circuit or pushing it across the finishing line is not allowed.
- (6) A driver shall, at all times, drive in a manner compatible with general safety and any penalty incurred under these Regulations shall not prevent any further action in respect of careless or dangerous driving.
- (7) A driver who abandons a Car must leave it in neutral or with the clutch disengaged and with the steering wheel properly in place.

25.5 Official Signals – Lights, Flags and Boards:

Note: *references to lights also refer to flags.*

25.5.1 Signals that are displayed are deemed to have been seen.

25.5.2 Extinguishing of red light(s) or National Flag:

- (1) Starting by lights: Racing commences once the red light(s) are extinguished.
- (2) National Flag at Start line: Start when flag is lowered, this shall be between 3 and 5 seconds after it was raised. The flag will only be used if light signals are not available.

25.5.3 Red Light:

- (1) **During Practice / Qualifying:** Flashing to signal the session has been stopped. All Cars shall immediately reduce speed ensuring following Cars can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required. It is permissible to line up in Fast Lane of pits but no work other than restarting is permitted.
- (2) **During the Race:** Flashing to signal the race has been suspended. Stop racing and reduce speed, ensuring following Cars can slow in the space available, proceed with maximum caution to the Red Flag Control Line. Do not overtake. Be prepared to stop if required.

25.5.4 Yellow Light(s):

At all times:

- (1) **Single Flashing together: Reduce speed. Do not overtake.** There is a hazard on or in close proximity to the Circuit. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.

- (2) **Double Alternately Flashing:** Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).
- (3) The yellow light will be shown prior to the hazard.
- (4) Where a visibility problem exists (e.g. blind corner) the Race Director may authorise an additional waved yellow flag to be displayed at the post previous to the marshal post concerned.
- (5) Should a Driver inadvertently overtake within a Yellow zone they are to redress the pass as soon as possible and certainly within 1 lap. Instructions for this may be given over race radio.
- (6) During all yellow conditions the Race Director may access lap times to ensure a Competitor has reduced speed. At no stage when driving through a Yellow zone will it be deemed acceptable for a Competitor to have posted a lap time equalling or improving on a time set by the same Competitor under normal racing conditions. Any Competitor in breach of this condition will be subject to penalty.

25.5.5 Yellow / Red Light:

- (1) Displayed **Flashing** to warn that serious debris or deterioration of adhesion is imminent.

25.5.6 Blue Light:

- (1) **During Practice / Qualifying:** Flashing to signal a faster Car is catching and may overtake.
- (2) **During the Race:** Flashing to signal another Car is about to lap you. Let the other Car through, failure to do so may invoke a penalty.
- (3) **When exiting the Pits during a race only:** Displayed to a driver exiting the pits; it informs that Cars on the Circuit are approaching the pit exit/Circuit proper merge point.

25.5.7 Green Light:

- (1) **At all times:** Flashing to signal the all clear at the end of the danger area marked by yellow light(s).
- (2) **Optional Use:** Displayed to Start Practice or Qualifying or Start formation lap.

25.5.8 Black flag displayed with a White Number on a black signalling board:

- (1) The Race Director requires information to be passed direct to the driver – this may be up to exclusion.
- (2) You must stop at your pit within 1 lap of the signal being displayed.

- (3) This information will also be announced on race radio.

25.5.9 Black and White Rectangular flag split diagonally and displayed with a White Number on a black signalling board that includes the words 'Time Penalty':

- (1) Signifies to the Competitor that a judge of fact time penalty has been applied.
- (2) This information will also be announced on race radio.
- (3) The display of this signal does not necessitate a return to the pits.

25.5.10 Black and White Rectangular flag split diagonally and displayed with a White Number on a black signalling board:

- (1) A warning that your driving behaviour is considered unsportsmanlike.
- (2) This information will also be announced on race radio.
- (3) Any further reports will result in a black flag.

25.5.11 Black flag with Orange Disc displayed with a White Number on a black signalling board:

- (1) Warning of apparent mechanical failure, or of a fire (which might not be obvious to you).
- (2) Failure to have rain light illuminated.
- (3) You must stop at your pit within 1 lap of the signal being displayed.
- (4) This information will also be announced on race radio.
- (5) The failure must be fixed prior to returning to the Circuit.

25.5.12 Black flag displayed with a White Number on a black signalling board that includes the words 'Drive Through penalty':

- (1) Signifies to the Competitor that a driving conduct regulation has been breached, or failure to redress yellow flag penalty has been applied.
- (2) This information will also be announced on race radio.
- (3) Within 1 lap, you shall proceed to drive through the Pit Lane without breach of the maximum Pit Lane speed and without stopping at your pit.
- (4) It is not permitted to undertake this penalty during a Safety Car deployment.
- (5) If it has not been possible to comply with the penalty requirement before the race is completed then a 30 second penalty will be added to your race time.

25.5.13 White Light:

- (1) Flashing to warn you are catching a much slower Car that may seriously obstruct you.

25.5.14 'Last Lap' Board:

- (1) Displayed at Finish line to signify that the Cars are starting the last lap of a Race.

25.5.15 'Rain Lights On' Board:

- (1) Signifies that rain lights must be illuminated.

25.5.16 Black and White Chequered flag:

- (1) Displayed to signal the finish of Practice, Qualifying or a race.

26 INJURIES:

- 26.1** Any Driver involved in a collision and/or accident during Practice, Qualifying or racing may be examined by the Circuit medical team.
- 26.2** Should a Driver be declared as “**stood down from competition**” as detailed on form AM002 they must surrender their competition Licence immediately. A clearance from a registered medical practitioner is required prior to resuming competition (form AM003). This procedure is outlined on form MA3 - available from MotorSport NZ website - www.motorsport.org.nz.

27 CHANGE OF DRIVER/CAR:

- 27.1** It is permissible up to thirty (30) minutes prior to the commencement of any Event, with the prior consent of Race Director and Category Manager to change either a driver or Car under the following conditions:
 - 27.2** The Car is eligible for the Meeting.
 - 27.3** The driver has entered the Meeting.
 - 27.4** If the driver has not tested or qualified in the Car then they shall Start at the rear of the grid as determined by the Race Director.
 - 27.5** If the driver has qualified the Car then that time will be used to determine a grid position as appropriate by the Race Director.
 - 27.6** If the category has Meeting marked tyres then these are also to be transferred to the Car.
 - 27.7** The driver's transponder is also to be transferred to the Car.

28. REQUESTS FOR INVESTIGATION / PROTESTS / RIGHT OF REVIEW / APPEALS

28.1 Request for Investigation: May be lodged within 30 minutes of a race finish by the designated person as nominated by the entrant on the entry form, to the Race Director or Assistant Race Director.

28.1.2 Upon receipt of a request for investigation, the Race Director shall conduct investigations into any Incident or possible breach of these Sporting Regulations so as to determine those matters that should be brought before the Stewards; and at the completion of an Investigation may do any of the following:

- (a) Allow the Competitor to admit to a breach of these Sporting Regulations and agree to the Penalty the Race Director intends to recommend to the Stewards and accept the Penalty is appropriate if imposed by the Stewards; or
- (b) Determine that a possible breach of the Sporting Regulations has occurred that warrants referral directly to the Stewards; or
- (c) Determine that no Driver was wholly or predominantly to blame for an Incident and that no action is warranted; or
- (d) Determine that no breach of the Rules has been established and that the matter does not warrant being referred to the Stewards.

28.1.2 Protests, Right of Review and Appeals: Details regarding the lodgement and related procedures can be found in the ISC.

The Protest Fee is: \$1,000 NZD

The Right of Review Fee is: \$1,000 NZD

The Appeal Fee is: \$5,000 NZD

28.1.3 Appeals may not be made against the decisions concerning the following penalties:

- (a) Drive-through penalties, including those imposed after the race.
- (b) Penalties cancelling one or a number of qualifying laps, decided by the Stewards during or at the end of qualifying sessions.
- (c) Penalties implying a drop of positions on the starting grid.
- (d) Penalties implying a drop of places in the race classification
- (e) Time penalties added to the whole race time.
- (f) Obligation for a driver to start the race from the pit lane
- (g) Reprimands

29. COMPETITOR CLEARANCE

- 29.1** If Competitors are required for inquiries or hearings they will be advised by summons or notice, as applicable. Additionally, an announcement may be made on race radio. These notifications will be made within 1 hour following completion of the category's final race for the day/Meeting. No Competitor may leave the Circuit until 1 hour after the finish of their last race on the day.
- 29.2** Any Competitor so notified must receive clearance from the Race Director or Chairman of Stewards prior to leaving the Circuit.
- 29.3** Any Competitor who lodges a protest into any matter must receive clearance from the Chairman of Stewards prior to leaving the Circuit.
- 29.4** Subsequent non-attendance of a Competitor will not stop any hearing proceeding and a decision being taken. It is the responsibility of the relevant official or Competitor to ensure their witnesses are available and able to take part in the hearing.

30. STEWARDS EXTENDED POWERS:

- 30.1** The Stewards shall have extended powers to deal with any matters that arise in relation to the Championship between Meetings. A Stewards' panel may be convened by MotorSport NZ at any time during the Championship to consider any protest or other matter within their jurisdiction in relation to the Championship which may be referred to them, or which may be initiated by the Stewards on their own volition.
- 30.2** When the Stewards have commenced a hearing at one place, and it is deemed by them not practicable to complete consideration of that matter at that time and place, the hearing may be adjourned to another time and place and may be heard by a panel of Stewards other than those who commenced the hearing, provided at least 1 Steward who was at the original hearing is a member of the new panel. If required, the panel will be appointed by MSNZ.

TECHNICAL MANAGEMENT

31. TECHNICAL REQUIREMENTS

- 31.1** Participation will be limited to Cars complying with the specifications set out in CTFROC Technical Regulations, as issued for the 2025 Championship.
- 31.2** All entrants and drivers must agree to submit their Car for eligibility inspections as and when required by the appointed Championship Scrutineer to ensure compliance with FIA Appendix J Article 275, Appendix Two, Schedule A Driver and Vehicle Safety and Castrol Toyota Formula Regional Oceania Championship Technical Regulations.

32. MSNZ CATEGORY “C” SEALS

- 32.1** Category “C” Seals may be applied at any time, at the sole discretion of the Championship Scrutineer.
- 32.2** All applied Seals, as detailed in the Car’s logbook, must remain intact for the duration of their application period. A category “C” Seal remains valid from date of application until 30 days after the last Meeting of the Championship in which it was applied.
- 32.3** Should a Competitor require permission to remove a Seal for maintenance purposes, it is essential that prior authorisation be sought, and the request is put in writing with written approval granted prior to the Seal being removed.
- 32.4** All requests to be submitted in writing to the Championship Scrutineer. Upon approval, written confirmation of ‘PERMISSION GRANTED’ to remove the specified Seal will be given. This record must be kept by the Competitor and produced upon request of a Championship Official.
- 32.4.1** Where a request to remove a Seal is received away from a Meeting, and it is deemed necessary by the Championship Scrutineer and/or their delegate to perform a technical inspection, a charge of \$200.00 per hour or part of, plus travel expenses will apply.

33. TRANSPONDERS / TIMING BEACONS

- 33.1** Timing will be by MyLaps. All Competitors must have a transponder fitted at all times during a Meeting. The transponders are not to be transferred between Cars being used by different drivers.
- 33.2** The transponders that are to be used are AMB model TX260 DP (direct power) or TX260 BP (rechargeable battery).
- 33.3** It will be the Competitor’s responsibility to mount the transponder. See Article 29.4.
- 33.4** **Mounting requirements:** Unless otherwise detailed, transponders and the associated brackets will be mounted as follows:

33.4.1 Shall be fitted to the Bodywork rearward of the front axle centreline by up to a maximum of 100mm and within 200mm of the ground.

33.4.2 The transponder shall have a clear view to the track with no metal or carbon fibre beneath it.

33.4.3 Competitors are to ensure that these cannot make contact with either the Wheel assembly or the ground.

33.5 In-Car Electronic Timing Beacons:

33.5.1 The beacons will be managed as follows:

- (1) It is recommended that only 1 beacon of each type (e.g. 1 X AIM beacon, 1 X Stack beacon, 2 x Motec; 1 x Hot Lap beacon, 1 X PI, 1 X 2D, etc) is allowed to be used for all Cars. These will remain in place until completion of the last race for which they are being used.
- (2) The beacons (all identified with a MotorSport NZ logo) are fairly placed in close proximity to the Start line and a list detailing the operating frequencies are published for each Championship Meeting. This information will be placed on the Official Notice Board. The location of the beacons will be determined by the local Clerk of the Course.
- (3) Any other beacons found along the pit wall area will be removed and Competitors responsible will have to collect them from the Race Director's office.

34. SCALES

34.1 The official scales will be available for use from Friday at all Meetings.

34.2 The specific location and times of operation will be advised on the Official Notice Board.

34.3 The scales will be available 60 minutes prior to the first Circuit session each day.

35. COMPETITOR DATA ACQUISITION SYSTEMS

35.1 Up to 5 channels of data from the fastest Car from each team, as recorded by the Championship Motec engine management system, will be made available to all Championship Competitors at the completion of each session at each Meeting.

35.2 All systems of data recording, including cameras, fitted to the Car by the Competitor shall be made available, upon request, by Championship personnel. Competitors are responsible for saving a copy of all the data from that Meeting without modifying or deleting the data until 2 hours after the finish of their last race.

36. JUDICIAL IN-CAR CAMERAS

36.1 Camera Purpose: During Test Days, Meeting Practice, Qualifying and races all Cars shall carry the TGRNZ As Supplied camera. This camera is installed on all Cars to provide:

36.1.1 The nominated film production company with high quality images; and

36.1.2 Competitors with greater detail of their Car's performance when studying data recorded; and

36.1.3 On request from the Championship Race Director and/or TGRNZ, appointed MotorSport NZ Driving Standards Observer(s) or Stewards of the Meeting relevant footage to assist in judicial investigations.

36.2 Judicial Camera Operation Procedures:

36.2.1 The CTFROC official assigned to oversee the cameras will insert a TGRNZ As Supplied memory card marked 'Car and Card No' into the camera prior to the session commencement. It is the responsibility of the team to immediately advise the CTFROC camera official if there are any problems that could affect the camera from recording.

36.2.2 Replacement Memory Card: If your memory card is required for judicial purposes by the Championship Race Director, an appointed MotorSport NZ Investigations Officer or Stewards of the Meeting then a duly marked replacement card will be installed and sealed.

36.2.3 Lost Memory Cards: The onus remains with the Competitor to immediately contact the CTFROC camera official should one of the allocated memory cards be lost. TGRNZ will issue a further card at the Competitor's expense.

36.3 Footage Rights and Obligations: Any footage gained from the camera shall be made available by CTFROC to the Meeting officials (on request for footage) and to the nominated film production company before the conclusion of the Meeting.

36.3.1 Teams/entrants are reminded that all footage obtained remains the property of TGRNZ and for the avoidance of doubt, without prior permission from TGRNZ you may not use any footage obtained for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, terrestrial, satellite), any other form of internet use, any advertising, sponsorship promotion or for any type of public performance – paying or otherwise.

36.4 On Board / Judicial Camera Penalties: The Stewards reserve the right to impose an appropriate penalty on either team and / or driver should the camera:

36.4.1 Not be switched on.

36.4.2 Memory card found to have been tampered with / swapped or taken out.

36.4.3 Footage be used for 1 or more of the commercial purposes detailed above, without prior permission from TGRNZ.

36.4.4 Be deliberately damaged.

- 36.5 Additional Cameras:** Additional cameras are permitted during Practice session(s) only:
- 36.5.1** The sole purpose is to provide Competitors with greater detail of their performance.
 - 36.5.2** The camera installation must be approved by the Category Manager and/or Championship Scrutineer.
 - 36.5.3** Any other use of the video footage is not permitted without prior approval from TGRNZ.
- 36.6** Only the TGRNZ As Supplied cameras are permitted on the Car from the commencement of the first Qualifying session through to the completion of the last Race of the Meeting.

37. FUEL

- 37.1 Authorised Fuel:** Only the fuel as detailed in the CTFROC Technical Regulations is permitted for any Meeting of the Championship.
- 37.2 Fuel Handling:** Fuel handling should be in accordance with the MotorSport New Zealand Code of Practice – Fuel.
- 37.3 Fuel Supply:** Competitors are reminded of pit and overnight supply requirements as outlined in MSNZ Code of Practice - Fuel. Individual Circuits may have additional requirements, and this will be outlined in Meeting Supplementary Regulations as required.

38. TYRE TYPE, ALLOCATION AND MARKING PROCEDURE

- 38.1** Only the tyres as detailed below are permitted for any Meeting of the Championship.
- 38.1.1** Pirelli Slicks
Front: 230/570- 13 SLICKDMB
Rear: 300/590- 13 SLICKDMB
- Pirelli Wets
Front: 230/570- 13 RAINWSB
Rear: 300/590- 13 RAINWSB
- 38.2** The maximum number of tyres for the 2025 Championship which includes Test Days, Meeting Practice, Qualifying and races are:
- 38.2.1** 16 sets of new slick tyres as specified in the CTFROC Technical Regulations and as detailed in the following Tyre Allocation Table.
 - 38.2.2** 3 sets of new wet tyres as specified in Schedule CTFROC which may be used at any time during the Championship. The scrutineer will mark the set of wet tyres nominated for Qualifying prior to the Start of the first Qualifying session. If a wet tyre is damaged during a Meeting to the extent it is declared unsafe by the tyre manufacturer's agent, a replacement tyre may be authorised at the discretion of the scrutineer. Used wet tyres that have been previously registered in any prior Championship season are not permitted for use on any Test Day or during Practice.

38.2.3 Slick tyre allocation is contained in the following chart:

Tyres Allocation Chart		Number of slick tyres sets			
		Testing & Practice		Qualifying & Races	
Event	Circuit	Registered	New	Registered	New
R1	Taupo International Motorsport Park	1*	2	0	2
R2	Hampton Downs Motorsport Park	4	1	0	2
R3	Manfeild: Circuit Chris Amon	4	1	0	2
R4	Teretonga Park	4	1	0	2
R5	Highlands Motorsport Park	4	1	0	2

* Registered set for Meeting 1 will be provided by TGRNZ.

38.3.1 It remains the Competitors' obligation:

- (1) To ensure they manage their tyres in accordance with the maximum numbers specified in Article 34.2.
- (2) With the exception of Used Dry Tyres prior to Meeting 1, to ensure that all tyres intended for use at any Test Day or Meeting are bar coded, marked and recorded to each individual Car number, prior to the first test or Practice session and from that time on, only those tyres may be used on the Car for which they are marked.
- (3) To ensure that all Wheel tyre combinations are cleaned before submitting for marking. Failure to present the Wheel and tyre assemblies in a clean condition may result in a penalty.
- (4) To ensure tyre markings are reinstated by a Championship Scrutineer if they become rubbed or illegible.

38.4 For Saturday only, it will be permitted to use any previously registered used tyres from the 2025 Championship, as spare tyres in case of a puncture.

38.5 A slick tyre damaged during a Meeting may be replaced at the Championship Scrutineer's discretion under the following conditions:

38.5.1 The tyre is replaced by a tyre from the Competitor's tyre pool including used registered tyres from a previous meeting of the current season; and

38.5.2 The damage to the tyre is determined by the tyre manufacturer's agent to be unsafe to use; and

38.5.3 The damage has been determined by the Race Director to have been caused by other than the Competitor's error.

38.6 Tyres may only be purchased from the TGRNZ approved tyre supplier.

38.7 The CTFROC Championship Scrutineer or representative reserves the right to inspect and confirm that only allocated tyres are in use at any time during the Meeting and/or Test Days.

38.8 Any Competitor found to be using tyres not allocated and marked specifically for that Car at that Meeting during a Test Day, Practice, Qualifying or Races will be referred to the stewards.

38.9 **Wet Weather Tyres:** Wet weather tyres will be of moulded construction; no further cutting is permitted. In the event of wet or damp conditions at the Start of or during a Qualifying session or race, at the discretion of the Competitor, it is permitted to use unmarked treaded/ wet weather tyres.

***Note:** Meeting Officials will only ban the use of dry (slick) tyres in exceptionally wet conditions leaving Competitors to determine at what stage they wish to go to wet tyres when track conditions become damp or wet.*

38.10 The CTFROC Championship Scrutineer reserves the right to take samples of tyre material at any time for laboratory analysis.

MEDIA AND PROMOTION

39. MEDIA / PROMOTIONAL ACTIVITIES

- 39.1** When requested, drivers shall take part in approved media or promotional activities. The schedule of promotional activities for each Championship will be advised 2 weeks prior to the commencement of Championship and may be updated from time to time.
- 39.2** The schedule of promotional activities for each Round will be advised by the Tuesday prior to each Round and will be distributed to the team managers. It may be updated from time to time.
- 39.3** Failure to attend when required may incur a penalty.

40. PRESENTATIONS AND AWARDS

- 40.1 Meeting Presentations:** The podium presentation arrangements will be contained in documentation relating to that Meeting.
- 40.2** The placings will be decided on points gained during that Meeting in accordance with Article 10.
- 40.3 Awards:**
- 40.3.1** At the Annual MotorSport New Zealand Awards Function the overall winner (highest overall points scorer from all Meetings of the Championship) will be awarded the MotorSport New Zealand Butcher Cup and Race Gold Star (Single Seater).
- 40.3.2** At the Annual MotorSport New Zealand Awards Function the highest placed New Zealand passport holder will be presented with the Bruce McLaren Trophy.

Note: *The above awards will be presented first for promotional purposes at the CTFROC Awards Function which takes place on the Sunday evening of the final Meeting of the Championship.*

- 40.3.3** The following additional awards will be presented at the CTFROC Awards Function which takes place on the Sunday evening of the final Meeting of the Championship:
- (1)** The Chris Amon Trophy will be awarded to the driver gaining the highest aggregate points overall from all Meetings constituting the Championship.
 - (2)** The title of 2025 Castrol Toyota Formula Regional Oceania Championship International Drivers Champion will be awarded to the driver gaining the highest aggregate points overall from all Meetings constituting the Championship.

Note: *To register as an "International Driver" a driver must not be a New Zealand passport holder and must currently hold an FIA International race Licence from an ASN other than MotorSport NZ.*

- (3)** The 2025 Castrol Toyota Formula Regional Oceania Championship Rookie of the Year Trophy will be awarded to the rookie driver gaining the highest aggregate points overall from all Meetings constituting the Championship.

Note: *To be eligible for the 2025 Castrol Toyota Formula Regional Oceania Championship Rookie of the Year Trophy drivers must have entered and competed in no more than 3 Meetings of any previous Toyota Racing Series Championship and must have entered and competed in no more than 3 Meetings of any equivalent or higher level single seater formula within the last 12 months. TGRNZ reserves the right to approve eligibility. The intention is that this trophy will be awarded to a driver of limited relevant experience at this level of single seater.*

40.3.4 The following additional awards will be presented at the end of the appropriate Meeting:

- (1) The Denny Hulme Memorial Trophy will be awarded to the winner of the third race of Meeting 1 of the Championship.
- (2) The Dorothy Smith Memorial Cup will be awarded to the winner of the third race of Meeting 3 of the Championship.
- (3) The Dan Higgins Trophy will be awarded to the winner of the third race of Meeting 2 of the Championship.
- (4) The Spirit of a Nation Cup will be awarded to the winner of the third race of Meeting 4 of the Championship.
- (5) The New Zealand Grand Prix Trophy will be awarded to the winner of the third race of Meeting 5 of the Championship.

40.3.5 The title of the 2025 Castrol Toyota Formula Oceania Teams' Championship will be awarded to the team gaining the highest aggregate points overall from all five (5) Meetings constituting the Championship of the two (2) highest placed drivers from each team in each race.

40.3.6 TGRNZ reserves the right to add further trophies and / or awards to the above schedule.

41. REQUIRED DECAL PLACEMENT

41.1 Decal Placement:

41.1.1 Entry into the Championship is conditional upon correct decal, overall patch and official competition number set placement according to diagrams contained in the CTFROC Registration Championship Agreement.

41.1.2 All decals on the sides and rear of Cars shall be placed on vertical surfaces so that the logo is visible.

41.1.3 The Category Manager will advise the Stewards of Competitors who fail to comply with correct decal, overall patch and official competition number set placement.

41.1.4 No protests shall lie between drivers and/or entrants, on the irregularity of wearing, placement or positioning of sponsors decals on Cars or elsewhere.

42. TELEVISION

42.1 Access to Television Outside Broadcast Facility and footage: No entrant, driver or team member shall be permitted to access the television 'Outside Broadcasting' facility or gain access to any footage directly from the broadcaster during a Meeting, without obtaining the express permission of the Race Director or the Chairman of the Stewarding Panel.

42.2 Television In-Car Camera:

42.2.1 In-Car camera(s) are permitted only where all such installations are approved by the Category Manager and/or Championship Scrutineer.

42.2.2 Any such approvals must be advised to the Race Director.

42.2.3 The broadcast rights to the data from these cameras is the property of TOYOTA GAZOO Racing NZ.

PENALTIES

43. PENALTY SCHEDULE GUIDELINES

43.1 Penalties will be imposed as per the International Sporting Code Article 12.4.

43.2 Pit Lane Drive Through Penalties:

43.2.1 Pit Lane Drive Through penalties may not be commenced during a Safety Car period.

43.2.2 If it is not possible to complete a Pit Lane Drive Through Penalty then 30 seconds will be added to race time plus any additional penalty applicable.

43.3 Reverse Grids: If a Competitor receives any penalty during a Meeting that will give a positive effect for a reverse grid Start then they will be placed at the rear of the reversed section of the grid.

43.4 Reprimands: Any Driver who, for driving incidents receives five reprimands during the championship will, upon the imposition of the fifth, be given a three place grid penalty for the next race. Following the imposition of the penalty, the reprimand count will be reset.

43.5 Championship Demerit Points: Demerit points issued by the Stewards are deemed to be additional to any penalty that may have been imposed. These points are cumulative over all Meetings of the Championship. Grid or race exclusion requirements will be imposed once the grid for a race has been determined.

6 points = Go back 6 grid places for next race

10 points = Start from rear of grid for the next race

15 points = Exclusion from next race and Start from rear of grid at following race

19 points = Exclusion from 2 races and endorsement of competition Licence until 30 June 2025.

Note: *The 'next race' is clarified as being the race a Competitor is starting following a decision being delivered.*