

ARTICLES GOVERNING THE 2025-2026 NZ Super Truck CHAMPIONSHIP

Preamble

MotorSport New Zealand Inc hereby declares the following articles to be those governing competition for drivers in the MotorSport NZ Super Truck Championship.

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule Z being the Standing Regulations applicable to all Races,
- The Technical Regulations – Schedule TR,
- The Event Supplementary Regulations.

A Sanctioning Permit Number of 259008 has been issued in the name of MotorSport NZ.

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OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport NZ may issue amendments to these Championship Articles or Technical Schedule where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Championship Amendments.

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

Amendment Number	Issue/ Effective date	Article reference	Subject / Notes

1. INTERPRETATIONS:

In these Articles the following expressions shall have the meanings set out:

The “**Championship**” means the MotorSport New Zealand Super Truck Championship for trucks complying with Schedule TR; and

“**Inviting Clubs**” means the MotorSport New Zealand clubs hosting Rounds of the championship; and

“**Round**” means the race meeting at which drivers may score points towards the Championship; and

2. ELIGIBILITY:

2.1 DRIVER ELIGIBILITY:

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

Note: *Under the provisions of the Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both the appropriate Motorsport Australia Circuit Licence and Trans-Tasman Visas may enter any rounds of the Championship and be eligible for awards.*

2.1.2 All drivers and entrants who hold a MotorSport NZ licence must be financial members of an affiliated MotorSport NZ Club.

2.2 VEHICLE ELIGIBILITY:

2.2.1 Eligibility shall be for trucks complying with the specifications set out in Schedule TR issued by MotorSport NZ, or for invited Trucks complying with the Motorsport Australia Truck Formula - Technical Regulations detailed within the current Motorsport Australia Technical Regulations.

(a) Invited Trucks with a valid Motorsport Australia logbook contesting all Rounds of the Championship shall be exempt from the three(3) event provision of Appendix Two, Schedule A, Part One, Article 1.2(3).

2.2.2 All drivers and entrants shall agree to submit their vehicle to eligibility scrutineering when required by the Championship Scrutineers and/or Technical Officers for compliance to Appendix Two, Schedule A and Schedule TR.

2.2.3 Classes: There are two classes as follows:

(a) **SUPERTRUCK:** being for trucks equipped with electronic engines and no restrictions on engine displacement (Electronic engine being defined as Electronic diesel engines utilizing an electronic control unit (ECU) and sensors to manage fuel injection). The minimum race weight is 5300kg.

(b) **HISTORIC CLASS:** being for non electronic trucks with no restrictions on engine displacement and a minimum race weight of 5000kg.

2.2.4 Both Supertruck and Historic Class will contest the MotorSport New Zealand Super Truck Championship.

3. CHAMPIONSHIP PERSONNEL:

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

3.1.1 Championship Coordinator: Graham McClymont
Mobile: 027 288 4086
E-mail: grahammcc@hotmail.com

Who is responsible for and authorised by MotorSport NZ to:

- (a) Liaise with Inviting Clubs on matters pertaining to the Championship; and
- (b) Ensure supply of competition number sets and correct placement of decals on competing; and vehicles; and
- (c) Liaise with event Officials on any sporting aspect for the category; and
- (d) Record and publish Championship points schedules; and
- (e) Ensure Round award winners attend on-track presentations.

3.1.2 Championship Scrutineer: Barry Carrington
Phone No: 027 441 8682
E-mail: barry.carrington@lakeautos.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Undertake Safety Audits including management of vehicle logbooks; and
- (b) Undertake technical eligibility checking; and
- (c) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and
- (d) To be a Judge of Fact Speed; and
- (e) To be reporter of excessive smoke; and
- (d) Liaise with the Clerk on the Course on any scrutineering or technical conformity issue for the category.

3.1.3 Driving Standards Observer: Malcolm Glen
Mobile Phone No: 027 488 9966
Email: malcolm.glen@xtra.co.nz

Who is authorised by MotorSport NZ to undertake the duties outlined in Schedule Z, Article 22.

4. REGISTRATION/ENTRY:

4.1 Championship Registration: Registration into the Championship should be made on the Championship Registration Form as provided with these Articles and submitted to the Championship Co-Ordinator for acceptance.

4.1.1 The Championship reserves the right to accept or decline registration into the series.

4.1.2 By registering for the Championship, all Competitors / Entrants:

- (1) Are deemed to be in acceptance of these Championship Articles as they are presented, and
- (2) Agree to comply with these Articles and those of the National Sporting Code, and
- (3) Shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under these Championship Articles.
- (4) Shall agree to work with the Championship Co-ordinator in placement of Sponsor decals when required.

4.2 Round entry: Entry to each Round of the Championship (which is separate to the Championship registration) shall be made direct via the Inviting Club as outlined in the Round Supplementary Regulations. Any entry will not be deemed valid until payment is received.

4.2.1 The entry fees for each Round will be communicated via the Championship Co-Ordinator.

5. CHAMPIONSHIP STRUCTURE:

5.1 The Championship will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	24-26 October 2025	Manfeild	Manawatu Car Club
2	30 Jan – 1 Feb 2026	Levels	South Canterbury Car Club
3	6-8 March 2026	Ruapuna	Canterbury Car Club
4	13-15 March 2026	Teretonga	Southland Sports Car Club
5	24-26 April 2026	Manfield	Manawatu Car Club

5.1.1 MotorSport NZ reserves the right to either cancel or amend any Rounds of the Championship due to force majeure without affecting in any way its powers to award any title.

6. ROUND FORMAT:

6.1 Testing: Testing sessions will be available to drivers on the Friday preceding each Round. The Inviting Club will set track hire charges.

Note: *Any truck exceeding 160kph or emitting excess smoke in these sessions as per Article 7 of these Articles will be warned.*

6.2 Warm up: A warm up session will be held on Saturday and Sunday morning prior to qualifying or race commencement.

6.3 Qualifying: At all Rounds there will be one(1) Qualifying session of 15 minutes duration.

6.4 Race format: Races are scheduled to run as follows:

Round	Race 1	Race 2	Race 3	Race 4	Venue
1	6 Laps	8 Laps	8 Laps	6 laps	Manfeild
2	6 Laps	8 Laps	8 Laps	6 laps	Levels
3	6 Laps	8 Laps	8 Laps	6 laps	Ruapuna
4	6 Laps	8 Laps	8 Laps	6 laps	Teretonga
5	6 Laps	8 Laps	8 Laps	6 laps	Manfeild

6.5 Race starting positions: All races will be 2 x 2 rolling starts. All races will be controlled by the Official Safety Vehicle.

6.6 Start Procedure: Trucks will be released onto the circuit for the positioning lap. At the completion of the positioning lap trucks may be required to stop at the grid but proceed directly on to the formation lap, forming up behind the Official Safety Truck (or car). Trucks are to maintain a 'grid position' of being alongside the truck on the same row. At the appropriate time the Official Safety Truck will exit the circuit, and the pole position truck shall maintain a constant speed. Once the Clerk of the Course is satisfied, the red lights will extinguish, and race starts.

- (1) Starting Positions for **Race One** will be determined by the fastest lap time achieved, from Qualifying, fastest driver to the front.
- (2) Starting positions for **Race Two** will be determined by the finishing positions from Race One before any penalties are applied, with the fastest driver to the rear (reverse grid format). There shall be no split in the grid.
- (3) Starting positions for **Race Three** will be determined by the finishing positions from Race Two before any penalties are applied, with the fastest driver to the rear (reverse grid format).

The reverse grid format may have up to two(2) splits placed in the field at the appropriate points to provide the slower trucks with an opportunity to contest outright race honours.

The appropriate length of time of these splits at each Round will be determined by the Clerk of the Course in conjunction with the Championship Coordinator. This will promote safe and fair competition for the reverse grid format.

6.6.1 Reverse grids:

- (1) Any competitor who fails to finish the preceding race shall start from the back of the grid. In the case of more than one(1) non-finisher, the non-finishing competitor achieving the furthest distance in the preceding race shall be to the front of this group and so on.
- (2) Any competitor who fails to start the preceding race shall start from the back of the grid **behind** any competitors who are gridded in accordance with Article 6.6.1 (1) above. In the case of more than one(1) non-starter, the non-starting competitor with the fastest qualifying time shall be to the front of this group and so on.
- (3) Any competitor who incurs a penalty of exclusion in the preceding race shall start from the rear of the grid **behind** any competitors who are gridded in accordance with Article 6.6.1 (1) and/or (2) above. In the case of more than one(1) exclusion, the competitor excluded first shall be to the front of this group and so on.

6.7 If there are six(6) or fewer trucks on the starting grid at the commencement of Race 2 and/or Race 3, then the Championship Coordinator has the right to reduce the race distance of those races to that of Race 1 as described in Article 6.4.

6.8 At all Rounds the Clerk of the Course, in consultation with the Stewards, reserves the right to shorten and/or cancel races in the case of Force Majeure.

7. MAXIMUM SPEED and SMOKE:

7.1 Maximum Road Speed: The maximum permitted road speed is limited to **160 kph**.

7.1.1 Official measurement of road speed: The maximum achieved road speeds of all trucks will be monitored / recorded during all Warm-ups, Practice, Qualifying Sessions and Races by the Series Officials and/or Event Officials utilising the following type of measuring equipment:

- a) GPS based speed sensing equipment will be the primary system used, and
- b) Speed measuring laser equipment may additionally be used.

7.1.2 In accordance with Schedule TR Article 4.1, it is the Competitors' responsibility that the GPS unit is operational at all times.

7.2.1 Smoke Management: The Championship Scrutineer shall report any Truck emitting excess smoke for longer than 3 seconds in one instance at the end of each session, to the Clerk of the Course for imposition of the following penalties.

- **QUALIFYING:**
 - 1st report – A warning will be issued.
- **RACE:**
 - 1st report – A warning will be issued.
 - 2nd report – A 10 second time penalty will be added to the total race time.
 - 3rd and subsequent reports - Exclusion from race.

7.2.2 Warm up sessions are excluded, from these penalties, to allow competitors the ability to make adjustments.

7.2.3 These penalties replace Appendix P, Penalty A 4TR.3

8. RACE RADIO:

8.1 It is mandatory for all Teams to have a radio receiver capable of receiving RACE RADIO. Race Radio will be used for all major announcements, including race penalties and to communicate with Team Managers concerning incidents and circuit penalties.

8.2 The frequency is 455.168750MHz.

8.3 Any announcement over Race Radio will be considered as having been heard and understood by teams. These announcements are decisions and are binding and will be additional to light and/or flag signals to drivers.

9. PARC FERME:

9.1 At the conclusion of the qualifying session or races, drivers, upon directive from either the Championship Scrutineers or Technical Officers, may be required to drive their competing vehicles directly (without any pit crew intervention) from the track to the Parc Fermé, the location of which will be notified directly to the driver.

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

9.2 No intervention of any kind is permitted whilst in Parc Fermé unless authorised by the Championship Scrutineer and/or Technical Officers.

10. PENALTIES:

10.1 Specific penalties may be applied by the Clerk of the Course as follows:

	BREACH (OFFENCE)	STANDARD PENALTY	ADDITIONAL
10.TR1	Breach for any conditions detailed around the use and operation of judicial cameras in Article 12 of these Championship Articles.	1. Time Penalty of up to thirty(30) seconds to the race time .	1. Up to six(6) months endorsement of competition licence.
10.TR2	GPS unit been found to: <ul style="list-style-type: none">• be non-operational, or• not have recorded data, or• be found to have been interfered with.	1. First Offence during the Round \$250.00 and loss of 6 Championship Points 2. Second Offence during the Round \$500.00 and of 10 Championship Points 3. Third Offence at during the Round Exclusion from the Event and loss of 12 Championship Points Note: These offences do not carry over to subsequent Rounds.	

11. TELEVISION:

11.1 No entrant, driver or team member is permitted to gain access to qualifying or race footage directly from the broadcaster during an event, without obtaining the expressed permission of the Clerk of the Course and the broadcaster's Executive Producer.

11.2 Television In-Truck Camera: In-truck camera(s) **for other than private use** are permitted only:

- (a) With the written permission of the Championship Coordinator; and
- (b) Where all such installations are approved by the appointed Championship Scrutineers / Technical Officers; and
- (c) Only sponsor logos discussed and cleared by the Championship Coordinator will be permitted within the camera's field of vision.

Notes:

1. *Private use is defined as only for use by the Entrant, Driver(s) or Crew and not available for commercial broadcast.*
2. *Written permission for in-truck camera(s) that are outside the scope of private use will detail those logos approved within the camera(s) field of vision.*

12. IN-TRUCK CAMERA (Judicial Cameras):

- 12.1** It is required that all trucks be fitted with two cameras; one must be a forward-facing camera and the other must be a rear-facing camera.
- 12.2** The forward-facing camera must show both the driver/steering wheel and a forward view of the track. The rear must show the view of the circuit behind.
- 12.3** The cameras must use SD cards and the files must be compatible with windows media player ie: .avi/.mpeg.
- 12.4** The Championship Scrutineer or Championship Coordinator will be the only people able to collect the camera cards and logging data after each session in Parc Fermé. Teams may not view the cards or data downloaded until the Clerk of the Course has completed their investigations, the protest / appeal time has expired, or when the results are deemed final.
- 12.5** **Camera Installation (including those for private use):** Fitment of cameras must be approved by the Championship Scrutineer.
- 12.6** All competitors must ensure that all cameras are fully functional and switched on at all times while the truck is on-track, e.g. from leaving the assembly area to entering Parc Fermé. Any problems with the operation of the cameras must be reported to the Clerk of the Course and/or the Championship Scrutineer immediately.
- 12.7** **Footage Use:** The Clerk of the Course and the Stewards may make use of any such footage provided by the judicial cameras in reaching their decisions on any judicial matters.
- 12.8** In addition to category judicial cameras, where a competitor has fitted their own in-truck cameras, its location and fitment must be approved by the Championship Scrutineer. All video footage must be made freely available to the category officials if and when requested.

13. POINTS:

13.1 Championship Points: Points will be allocated to all Drivers based on overall finishing order in each Race:

Super Truck Championship Points Allocation					
1 st	16	5 th	9	9 th	5
2 nd	13	6 th	8	10 th	4
3 rd	11	7 th	7	11 th	3
4 th	10	8 th	6	12 th	2
				13 th and lower	1

13.1.1 Qualifying Points: Points shall be awarded for Qualifying, as per the table detailed in Article 13.1.

13.1.2 Class Qualifying Points: Separate points shall be awarded in each Class for Qualifying, as per the table detailed in Article 13.1.

13.1.3 Class Points: Separate points will be applied within each Class as per the table detailed in Article 13.1 and will be allocated to competitors based on their Class finishing positions in each Championship Race at each Round.

13.1.4 Attendance Points: For each Round, one(1) additional Championship point shall be awarded to a competitor who has entered and attended that Round of the Championship.

14. AWARDS:

14.1 At the annual MotorSport New Zealand Awards Dinner the Overall Championship winner as determined by overall Championship points awarded from all Rounds of the Championship will be awarded the MotorSport New Zealand Super Truck Race Champion Cup.

14.1 At the conclusion of the last Round of the Championship the following awards will be presented:

- The Supertruck Championship 1st 2nd and 3rd: determined by Overall Points from All Rounds of the Championship.
- The Historic Truck Championship Trophy; determined by Overall Points from All Rounds of the Championship.