

SCHEDULE GTR[©]

GTRNZ Race Series

TECHNICAL REGULATIONS

2026-2027

PREAMBLE

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

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

COMPETITOR RECORD OF AMENDMENTS ISSUED

Use this table to keep a record of all official 'Manual / Series Amendments' issued during the season relative to this Schedule;

Amendment Number	Issue/Effective date	Regulation reference	Subject / Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 These regulations shall be read in conjunction with the National Sporting Code, the Standing Regulations as detailed in the current edition of the MotorSport Manual, and the Supplementary Regulations issued by the Organiser for each Round of the Series. Additionally, any subsequent amendments / bulletins as issued by MotorSport New Zealand from time to time shall be respected.
- 1.2 All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.3 All cars competing in Events to which these regulations apply shall have a valid MotorSport NZ logbook.

Schedule GTR encompasses race classes previously recognised by MotorSport New Zealand but no longer covered by a dedicated technical schedule. Vehicles classified to one of the following Schedules (as detailed in their individual logbooks) will be accepted under this schedule:

- Schedule SS
- Schedule TZ

- 1.4 **TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY:** Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:

- (1) The Series Scrutineer, as detailed in the Series Articles, then to
- (2) The MotorSport NZ Technical Manager

- All enquiries should detail the article in question and the specific subject matter.
- A written reply will always be given to a written enquiry.
- On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:

‘Lightweight’ means constructed of materials that are lighter than the Original or a component, which has had material, removed.

‘Race trim’ means the condition in which the car competes, and shall include all fluids, ballasts and the driver with their safety equipment.

‘Space-frame’ means a tubular structure with a lightweight body where all the stresses are absorbed by the tubular chassis and none by the body.

3 ELIGIBLE VEHICLES

- 3.1 The Series is open to Series Production monocoque, semi space-frame and full space-frame construction of Closed Vehicle two or four door configuration.
- 3.2 Vehicles previously eligible to compete under Schedule SS with a MSNZ logbook detailing this schedule.
- 3.3 Vehicles previously eligible to compete under Schedule TZ with a MSNZ logbook detailing this schedule.

4.0 GENERAL CONDITIONS

- 4.1 **RACE WEIGHTS:** Competitors are required to make their cars available for weighing on request.

Note: *Weight limits may be introduced in the future.*

- 4.2 Nuts, bolts, circlips, pins, springs, clips, paintwork, coolants and lubricants can be freely sourced.
- 4.3 Official Seals may be applied by the Series Scrutineer to components and/or assemblies of components in compliance with Appendix Two, Schedule A, Article 3.7. All seals shall be detailed in the vehicles MSNZ logbook with date of application.

5.0 SAFETY EQUIPMENT REQUIREMENTS

- 5.1 **Safety harness;** in compliance with either FIA 8853/98, 8853-2016 , SFI 16.1 or 16.5 (minimum five strap) shall be installed in full compliance with Schedule A.
- 5.2 **Seats;** shall be Competition type seats as detailed in and in full compliance with Schedule A. Additionally, moulded seats of poured foam construction are authorised for space-frame vehicles once approved by the Series Scrutineer and detailed in the MSNZ logbook.
- 5.3 A **Safety Cage;** shall be fitted as per Schedule A requirements. Space frame vehicles incorporating roll protection as an integral part of their chassis construction shall also require MSNZ homologation – contact the MotorSport NZ office for advice.
- 5.4 **Fire extinguishers;** shall comply with Schedule A, Article 4.8.

Window nets; are mandatory in vehicles with open windows adjacent to any occupant. See Schedule A Part One Article 4.5.
- 5.5 **Windscreens;** shall be either laminated glass or an approved / polycarbonate material and shall comply fully with the requirements of Schedule A, Article 5.11.
- 5.6 **Rain light/s:** A front and rear rain light shall be installed as follows and in compliance with Schedule A:

(a) Rear:

- Be mounted as centrally as possible and independent of the brake lights and
- Shall be high intensity and flash as set out in FIA Standard 8874-2019. Or as deemed suitable by the series scrutineer.
- Alternatively, Hella Light Part No. 95901140 set to flash pattern 6 can be used.

(b) Front:

- Original headlights, or
- Front facing white lights, one in each corner of the original car's headlight area or where deemed practical by the GTRNZ Series Scrutineer.

5.6.1 Front and rear rain lights are to be used when the Meeting has been declared wet.

5.7 Wipers / demisters; shall be fitted in compliance with Schedule A.

5.8 Engine enclosure / covers: shall comply with Schedule A, Article 5.9 or specific to vehicles categorised as semi or full space-frame construction the following is mandated;

- Fitment of fuel safety cut-off switches to all carburetted engines and Motec and other ECU equipped vehicles to have programs incorporating low pressure fuel shut off, and
- Fitment of hi-quality hosing and fuel lines and single or double high-performance internally lined clamps, and

Note: *the hose clamps must be of an internal lined type when used on silicone hosing.*

- Radiators must be protected with gauze at least 50mm in front of the radiator (except where protected by the installation of an inter-cooler), and
- Breather tanks shall be vented to the outside of the cockpit, and
- All fuel lines shall incorporate industry quality threaded connectors.

5.9 Fuel Fillers: All internal fuel fillers shall incorporate a drained spill collar as per Schedule A.

6.0 FUEL

6.1 Fuel: The only fuels authorised for use in competing vehicles at any Round of this Series is as detailed in Appendix Two, Schedule A, Article 3.9 Fuel.

7.0 BODYSHELL & VEHICLE EXTERIOR

7.1 The body silhouette shall represent a Series Production vehicle, however remodelling of the appearance is authorised provided that the origin may still be easily recognised. Interpretation is at the sole discretion of the Series Coordinator and the Series Scrutineer. The onus of compliance with this article lies entirely with the Competitor; to gain approval (in writing) prior to entering the Series or any Round.

- 7.2** The body may be constructed from any metal or fibre composite.
- 7.3** All monocoque bodies shall have fully operational doors on each side, with efficient hinges and latches arranged for easy opening from inside and outside of the vehicle.
- 7.4** Space-frame vehicles shall comply with Article 7.3 above or shall have side/window openings on both sides of minimum dimensions 350mm high by 550mm wide. Access from the passenger side of the vehicle must not be obstructed or unduly restrict access for safety crew.
- 7.5** Any part of the vehicle that has an aerodynamic influence on stability shall be mounted on the entirely sprung part of the vehicle and not be less than 40mm from the ground anywhere around the car.
- 7.6 Aerodynamic devices:** (Applicable to prototype only) Front: No canards
Rear: No multi-tier/bladed wings

8.0 VEHICLE INTERIOR

- 8.1** Free, respecting that the driver's seat position must be offset from the centre line of the vehicle by a minimum of 100mm and all Schedule A provisions.

9.0 CHASSIS

- 9.1** Free, respecting Article 3.1 and all Schedule A provisions.

10.0 ENGINE SPECIFICATIONS

- 10.1** Engine type is free, in compliance with Schedule A.
- 10.2** Forced induction is allowed.
- 10.3** Engine modifications are unrestricted.
- 10.4** **Engine warmers** are permitted.

11.0 TRANSMISSION

- 11.1** The transmission, from the engine flywheel to the driven (road wheel) hub, is free provided Schedule A compliance is maintained at all times.

12.0 SUSPENSION

- 12.1** The suspension system is free provided Schedule A compliance is maintained at all times.

13.0 BRAKING SYSTEM

- 13.1 The braking system is unrestricted provided Schedule A compliance is maintained at all times.

14.0 ROAD WHEELS

- 14.1 Road wheels are free, provided Schedule A Article 4.9 is maintained at all times.
- 14.2 **Centre lock wheels:** shall have a safety pin/clip installed on each wheel.

15.0 TYRES

15.1 Tyres for All Classes

- **‘dry weather conditions’**
 - a) Tyres are free in compliance with Schedule A,
 - b) There is no limit on the amount of tyres used
- **‘wet weather conditions’** shall be of a ‘treaded tyre’ type and in compliance with Schedule A. There is no controlled allocation of “wet” tyres per Round.

15.2 Prototypes (as determined by the GTRNZ Committee and Series Scrutineer)

15.3 Prototype tyre restrictions:

Maximum tyre width: Front: 300mm
 Rear: 330mm

15.4 Tyre warmers: are permitted.

END