

SPORTING REGULATIONS GOVERNING THE 2026-27 GTRNZ ACCREDITED RACE SERIES

PREAMBLE

MotorSport New Zealand hereby declares the following Sporting Regulations to be those governing competition for Drivers in the GTRNZ Series, a MotorSport New Zealand Level 1 Accredited Series.

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

- The current MotorSport New Zealand National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule Z being the Standing Regulations applicable to all Races;
- The Technical Regulations – 2026-27 Schedule GTR; and
- The Event Supplementary Regulations.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 269013

OFFICIAL RECORD OF AMENDMENTS

MotorSport New Zealand may amend or clarify these Sporting Regulations by issuing Amendments, authorised by the Chief Executive Officer or their representative.

All Amendments issued during the season are recorded in the table below:

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes

1. DEFINITIONS

In these Sporting Regulations, terms and expressions have the meanings set out in the National Sporting Code and, where applicable, as defined below:

"Article(s)" means a numbered provision within these Regulations or within the National Sporting Code, as identified by its number (and sub-number, where applicable). Article headings/titles are included for ease of reference only. References to an Article include all sub-clauses of that Article unless otherwise stated.

"National Sporting Code" and **"NSC"** means the current MotorSport New Zealand National Sporting Code and its Appendices and Schedules, which set out the fundamental rules and principles governing the organisation and conduct of Events, and to which all Regulations are subject.

"The Club" or **"GTRNZ"** means the GT Racing NZ Inc Club.

"The Committee" means the GT Racing NZ Inc Club personnel elected at a GT Racing NZ Inc Club Annual General Meeting.

"Dual Driver" means two Drivers that form one entry, using the same car, in accordance with the criteria specified in these Sporting Regulations.

"Regulation(s)" means a formal body of rules, or any distinct set of provisions within such a body, approved by MotorSport New Zealand, governing any aspect of a Series or Championship.

"Round Organiser" or "Inviting Club" means the MotorSport New Zealand Member Club organising a Round of the Series.

"Round" means a MotorSport New Zealand permitted event forming part of the Series at which Drivers may earn points towards the Series.

"The Series" means the 2026-27 GTRNZ Series for vehicles complying with the Technical Regulations (Schedule GTR).

"Scratch Race" means where all Drivers start from the same mark and compete on equal terms.

2. SERIES PERSONNEL

2.1 At each Round the following personnel or their approved assistant/s (as published by way of Bulletin on the Official Noticeboard) have the responsibilities and authorities set out below:

2.1.1 Series Coordinator:

Name: Kylie Hendl-Cox
Email: gtrnz@xtra.co.nz

Who has the duties and authority of a Series Coordinator as set out in the National Sporting Code and is responsible for and authorised by MotorSport New Zealand to:

- (a)** Record and publish all Series points schedules;
- (b)** Liaise with Inviting Clubs and MotorSport New Zealand on all matters pertaining to the Category and with Event Officials and Organisers on any sporting aspect for the Category;
- (c)** Liaise with Inviting Clubs regarding provision for Remote Safety Audits in the Round's Event Supplementary Regulations;
- (d)** Represent the GT Racing NZ Inc Club and attend any other matters arising with regards to the Series;
- (e)** Act as a Judge of Fact in accordance with NSC86(1)(c) with respect to Class lap times;
- (f)** Provide and/or assist Inviting Clubs with grid starting positions;
- (g)** Determine, at their discretion, whether a Driver's nominated handicap time is accepted, declined or amended for the purpose of calculating the Driver's Handicap Race starting position, and determine the handicap time to be used for that Driver;
- (h)** Calculate and supervise the Start of Reverse and Handicap grids; and
- (i)** Liaise with Clerk of the Course regarding any breach of handicapping/breakout regulations.

2.1.2 Series Secretary:

Name: Kathy Jones
Email: gtrnz@xtra.co.nz
Address: 38A Seaview Road, Whakatane 3120

Who has the duties and authority of a Series Coordinator as set out in the National Sporting Code and is responsible for and authorised by MotorSport New Zealand to:

- (a)** Deal with all administrative matters including receiving all Round entries;

2.1.3 Series Competitor Manager:

Name: Shaun Gregory
Email: gtrnz@xtra.co.nz

Who does not replace the role of Competitor Relations Officer as defined in the National Sporting Code, but is available to support with:

- (a) Enquiries, concerns, or disputes relating to these Sporting Regulations between Drivers/Entrants, the Committee, and Event Officials as the first point of contact and to assist in resolving the matter; and
- (b) Other duties as laid out in the GTRNZ Constitution under the Series Competitor Manager duties.

2.1.4 Series Scrutineer:

Name: Aman Sharma
 Phone: 021 126 2788
 Email: gtrnz@xtra.co.nz

Who has the duties and authority of a Series Scrutineer as set out in the National Sporting Code and is responsible for and authorised by MotorSport New Zealand to:

- (a) Deal with all technical matters pertaining to the Series;
- (b) Affix seals as and when deemed appropriate;
- (c) Inspect any competing vehicle within the Series to ascertain compliance with the Technical Regulations;
- (d) Assist Drivers/Entrants with technical enquiries relative to the Technical Regulations applicable to their vehicle;
- (e) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures;
- (f) Undertake the duties of a Tyre Judge (NSC 86(1)(f)) with respect to tyres;
- (g) Ensure correct placement of competition number sets and decals on competing vehicles;
- (h) Liaise with Event Officials and Series Coordinator on any scrutineering or technical conformity issue for the Category; and
- (i) To report, to the Clerk of the Course, any instances where a breach of the Technical Regulations has been identified.

3. ELIGIBILITY

3.1 DRIVER ELIGIBILITY:

- 3.1.1** 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 Motorsport Australia Circuit Competition Licences and Trans-Tasman Visas may enter any of the New Zealand Race Series and be eligible for awards.

- 3.1.2** Foreign participants may compete in the Series in accordance with National Sporting Code Appendix One, Schedule L, Article 6.1.

- 3.1.3** All Drivers must be financial members of the GT Racing NZ Inc Club.

- 3.1.4** Drivers are not permitted to compete in both grids using the same competition vehicle, and can only enter both grids if the competition vehicle and number differ. They will be considered as two separate entries for the purpose of Series and Round entries.

3.2 VEHICLE ELIGIBILITY:

- 3.2.1** All vehicles must comply with the specifications set out in the Technical Regulations (Schedule GTR).

- 3.2.2** In entering, all Drivers/Entrants agree to submit their vehicle for scrutineering when required by the Series Scrutineer for compliance with National Sporting Code Appendix Two, Schedule A and the Technical Regulations (Schedule GTR). Any costs incurred during disassembly of components shall be met and accepted by the Driver/Entrant.

3.2.3 Remote Safety Audits are available if specified in the Round's Event Supplementary Regulations as per National Sporting Code Schedule A Part One Article 3(4), however any vehicle may be selected for eligibility scrutineering at any or all Rounds.

3.2.4 Classes: There are four Classes as follows:

- (a) **GT1:** being a vehicle and Driver combination which is capable of exceeding the GT2 minimum lap time.
- (b) **GT2:** being a vehicle and Driver combination which qualify for the GT2 Class as capable of the minimum lap times (in dry conditions) as outlined in the table below.
- (c) **GT3:** being a vehicle and Driver combination which qualify for the GT3 Class as capable of the minimum lap times (in dry conditions) as outlined in the table below.
- (d) **GT4:** being a vehicle and Driver combination which qualify for the GT4 Class as capable of the minimum lap times (in dry conditions) as outlined in the table below.

The minimum class lap times are as follows:

	GT1	GT2	GT3	GT4
Hampton Downs Motorsport Park (National Circuit)	N/A	1:07.000	1:11.000	1:16.000
Hampton Downs Motorsport Park (International Circuit)	N/A	1:40.000	1:46.000	1:52.000
Taupo International Motorsport Park	N/A	1:33.000	1:38.000	1:43.000
Manfeild Circuit Chris Amon	N/A	1:09.000	1:14.000	1:19.000

3.2.5 The Committee will have the final decision in determining the appropriate Class for a Driver. Results from any official timed session within the previous 24 months will be consulted when determining the appropriate Class for a Driver new to the category. Penalty 8.2.1(c) will apply to current competitors.

3.2.6 The Committee may move a Driver to a lower class where, in its opinion, the Driver has consistently recorded lap times slower than the minimum lap time for the Class below their current Class. In determining whether a Driver should be moved to a lower Class, the Committee may consider results from the previous three Rounds only. A Driver will not be eligible to move to a lower Class if they have recorded a lap time exceeding the class eligibility of that lower Class during any of the previous three Rounds.

A Driver may also self-nominate to move down a Class, when doing this the Committee must consult the same standards in determining if this is appropriate by checking for eligibility breaches of the lower Class in the previous three Rounds. The Committee will have the final decision in determining eligibility.

3.2.7 Decals: All vehicles must display the supplied official Series and Sponsor decals, Driver's name, and competition numbers at all Rounds in the locations and to the dimensions set out in Appendix One of these Sporting Regulations.

Note: The Series Coordinator may permit variation of decal location for individual vehicles upon application.

4. SERIES REGISTRATION

4.1 Registration into the Series must be made on the Series' Membership Form available via MotorSport Online.

4.1.1 A Dual Driver entry may be submitted for acceptance, providing the following is met:

- (a) Each Driver must compete in a minimum of two Rounds each; and
- (b) Drivers must not compete at the same Round.

If the above requirements are not met, the Dual Driver entry points outlined in Article 9.2 will not be awarded.

- 4.1.2** The Series Coordinator reserves the right to accept or decline registration into the Series. Any Series Registration will not be deemed valid until the submitted form and associated payment is received. Series Registration fees are as follows:

Full competing member:	\$300	incl. GST
One Round member (1x per season):	\$150	incl. GST
Associate member (non competing):	\$50	incl. GST

- 4.2** By registering for the Series, all Drivers/Entrants:

- (1) Are deemed to be in acceptance of these Sporting Regulations;
- (2) Agree to comply with these Sporting Regulations and those of the National Sporting Code;
- (3) Will at all times be responsible for the presentation of their competing vehicle with respect to safety requirements under NSC Schedule A, and eligibility requirements under the Technical Regulations (Schedule GTR); and
- (4) Agree to comply with the specific requirements of the official Series Sponsor(s), as detailed within these Sporting Regulations.

- 4.3** Entry fees per Round, which are separate to the Series Registration, are as follows:

Round 1–5:	\$635	incl. GST
Round 2–4 Friday Practice:	\$150	incl. GST

- 4.4** Entry to each Round of the Series (which is separate to the Series Registration) must be made as per the method described in the Event Supplementary Regulations issued by the Inviting Club. Entries will not be deemed valid until payment is received. Drivers may request a competition number in their Series Registration. Numbers that are not allocated to existing (or immediately prior) season memberships will be issued on a 'first come' basis and excluding numbers '1' '2' and '3' which will be allocated (in that order) to the previous season's Series 1st, 2nd, and 3rd overall placed.

5. SERIES STRUCTURE

- 5.1** The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	23-25 October 2026	Manfeild Circuit Chris Amon	Manawatu Car Club
2	13-15 November 2026	Taupo International Motorsport Park	MotorSport New Zealand Inc
3	8-10 January 2027	Hampton Downs Motorsport Park (International Circuit)	MotorSport New Zealand Inc
4	26-28 February 2027	Hampton Downs Motorsport Park (National Circuit)	MotorSport New Zealand Inc
5	20-21 March 2027	Taupo International Motorsport Park	NZIGP

- 5.1.1** The Series reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

- 5.2** The Round Organiser will provide timing equipment that will be deemed to be the official timing equipment for the meeting.

6. ROUND FORMAT

- 6.1** At all Rounds, there will be two grids comprising the following Classes:

- (1) GT1 and GT2; and
- (2) GT3 and GT4.

6.2 Qualifying: At each Round, there will be one(1) Qualifying session of fifteen(15) minutes duration for each of the two grids.

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

Round	Venue	GT1 and GT2			GT3 and GT4		
		Race One	Race Two	Race Three	Race One	Race Two	Race Three
1	Manfeild Circuit Chris Amon	10 laps	10 laps	10 laps	8 laps	8 laps	8 laps
2	Taupo International Motorsport Park	10 laps	10 laps	10 laps	8 laps	8 laps	8 laps
3	Hampton Downs Motorsport Park (International Circuit)	8 laps	8 laps	8 laps	6 laps	6 laps	6 laps
4	Hampton Downs Motorsport Park (National Circuit)	10 laps	10 laps	10 laps	8 laps	8 laps	8 laps
5	Taupo International Motorsport Park	10 laps	10 laps	10 laps	8 laps	8 laps	8 laps

6.3.1 At all Rounds the Stewards of the Meeting reserve the right to shorten and/or cancel any Practice, Qualifying, and/or Race/s in the case of force majeure in accordance with the National Sporting Code.

6.4.1 Starting Procedure and Race Structure:

(1) GT1 and GT2:

- (a) Race One:** Will be a standing start by lights. Starting positions for each Class will be determined by the Driver's fastest lap time achieved during Qualifying, with the fastest Driver starting at the front. GT1 Class will start ahead of GT2 Class. Both Classes will start at the same time.
- (b) Race Two:**
GT1 Class: A reverse-grid standing start by lights. Starting positions will be determined by the finishing order of Race One, with the highest-placed Driver starting at the rear. Drivers who did not start or finish Race One will be placed at the rear of the GT1 grid, in reverse order based on their Qualifying lap time.
GT2 Class: Will be a reverse Handicap Race start by flag drop. Starting positions will be determined by each Driver's fastest lap in Qualifying and Race One, with the fastest Driver starting at the rear. The GT2 Class will be handicapped on eight Race laps.
- (c) Race Three:** Will be a standing start by lights. Starting positions for each Class will be determined by the Driver's fastest valid lap time from either Race One or Race Two, with the fastest Driver starting at the front. GT1 Class will start ahead of GT2 Class. Both Classes will start at the same time.

(2) GT3 and GT4:

- (a) Race One:** Will be a standing start by lights. Starting positions for each Class will be determined by the Driver's fastest lap time achieved during Qualifying, with the fastest Driver starting at the front. GT3 Class will start ahead of GT4 Class. Both Classes will start at the same time.
- (b) Race Two:** Will be a Handicap Race start by flag drop. Starting positions will be determined by each Driver's fastest lap time from Qualifying and Race One, with the fastest Driver starting at the rear. GT3 Class will be handicapped first, with GT4 Class starting behind the fastest GT3 vehicle. One row separation will be provided between the Classes where grid spaces allow. GT3 Class will be handicapped on seven Race laps, and GT4 Class will be handicapped on six Race laps.
- (c) Race Three:** Will be a standing start by lights with starting positions for each Class determined by the fastest valid lap time from either Race One or Race Two times, fastest Driver to the front. GT3 Class at the front with GT4 Class behind. Both Classes will start at the same time.

- 6.5** Where a Driver exceeds their Class eligibility, their handicap time will be set at the minimum breakout time for their Class, as specified in Article 2.3.1. For the purpose of setting the Scratch Race grids, only laps set within class eligibility will be considered. Any lap time that exceeds the Driver's Class eligibility will be deemed invalid and excluded from the grid-setting calculation.
- 6.5.1** For a Handicap Race, Drivers may nominate a faster time than the handicap time stated in Article 6.4(1)(b) and 6.4(2)(b).
- (a)** A Driver intending to nominate a faster handicap time must verbally notify the Series Coordinator of their intention within ninety(90) minutes of the conclusion of the preceding Race.
 - (b)** The Driver must submit the Lap Time Nomination Form in Appendix Two to the Series Coordinator at least ninety(90) minutes before the start of the applicable Handicap Race. It is the Driver's responsibility to ensure the completed form is received by the Series Coordinator within the required timeframe. Where the Handicap Race is scheduled to start within the first ninety(90) minutes of racing on the Event Itinerary, the form must be received by the Series Coordinator before the completion of racing on the preceding day.
 - (c)** The Series Coordinator will determine, at their discretion, whether the nominated time is accepted or declined for the purpose of calculating the Driver's starting position in the Handicap Race. In making this determination, the Series Coordinator may consider the Driver's lap times recorded during the Round, the conditions under which those lap times were recorded, the circumstances of the nomination, and any other relevant sporting considerations.
 - (d)** If accepted, the nominated time will be used for calculating the Driver's Handicap Race starting position. If declined, the handicap time otherwise applicable under Article 6.4 will be used. The nominated time will not factor into the calculation of the grid for Race Three.
 - (e)** The nominated time must not be slower than the Driver's fastest lap time recorded during the Round.
 - (f)** The Series Coordinator's decision is final for the purpose of setting the Handicap Race starting grid.
- 6.5.2** Where the starting grid for a Handicap Race is determined using lap times from a Qualifying session or Race that was declared wet, the Series Coordinator may review the application of any breakout penalties after the Race to account for improving circuit conditions.
- This review involves assessing the majority of all Drivers' lap times by comparing their fastest Race lap time (excluding the fastest(1) and slowest(1) Drivers), with their lap times used to determine the handicap. If the majority demonstrates improvement, the Series Coordinator will apply the average improvement to each Driver's handicap time before verifying if any Driver has exceeded their handicap allowance.
- 6.6** The Series Coordinator may, in consultation with the Clerk of the Course, correct a Driver's starting position where an administrative or timing error, omission, or other objectively identifiable circumstance has resulted in the starting position being incorrectly determined.
- 6.6.1** Any correction under Article 6.6 will be limited to restoring the starting position that would have applied had the error, omission or circumstance not occurred.
- 6.6.2** The Series Coordinator will notify the Clerk of the Course of any correction made under Article 6.6, and the corrected starting position must be published as soon as practicable and, where practicable, no later than thirty(30) minutes before the start of the applicable Race.
- 6.7 Handicap Starts:** Where a Driver starts from an earlier Handicap bracket than their allocated starting position, a fifty(50) second penalty will be applied, in addition to a false start penalty under National Sporting Code Schedule P A4Z.8.
- 6.8** At all Rounds, no competitor may leave the venue until one hour after the finish of their last Race of the day without first obtaining clearance from the Clerk of the Course or Chair of the Stewards.

7. PARC FERMÉ

7.1 At the discretion of and as directed by the Series Scrutineer, at the conclusion of Qualifying sessions and/or Races all competing vehicles must be driven directly (and without any team personnel/crew intervention) from the Circuit to the designated Parc Fermé, the location of which will be notified on the Event's Official Noticeboard.

Drivers are to ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.

7.2 The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.

8. PENALTIES

8.1 Penalties and Series Demerit Points may be applied by the Clerk of the Course in accordance with the prescribed articles of National Sporting Code Part VIII – Penalties, Schedule P, and Appendix Three of these Sporting Regulations.

8.2 Penalties for breaches of Class Eligibility as outlined in Article 3.2.4 will be applied as follows:

	Breach	Penalty
8.2.1(a)	Lap time up to and including 0.500 seconds faster than the applicable Class eligibility time.	Practice: No in-session penalty or points penalty will apply. Each infringing lap will count towards the allocation under Article 9.2.1(c). Qualifying: The infringing lap(s) will be deemed invalid and will be excluded from the Qualifying results. No Qualifying points will be awarded and 75 points will be deducted for each infringing lap. The Driver will start the following Race at the rear of their Class grid. Where more than one Driver has exceeded their Class eligibility, affected Drivers will be ordered according to their relative infringing lap times, with the Driver recording the fastest infringing lap starting last. Race: 30 seconds will be added to the Driver's Race time for each infringing lap. Where practicable, the penalty will be displayed using a TIME PENALTY board during the Race. 75 points will be deducted for each infringing lap.
8.2.1(b)	Lap time more than 0.500 seconds faster than the applicable Class eligibility time.	During any official timed session, including a Test Day and GT Members Day (including GTRNZ Sessions), the Driver will be moved to the next higher Class and will remain in that Class indefinitely. Where the breach occurs during Qualifying or a Race, the Driver will also be excluded from the results of that session or Race.
8.2.1(c)	Three occurrences of exceeding Class eligibility within a 12-month period, from 1 July to 30 June.	During any official timed session, including a Test Day and GT Members Day (including GTRNZ Sessions), the Driver will be immediately moved to the next higher Class and will remain in that Class indefinitely.
8.2.1(d)	Race Two only – excluding GT1: A Driver records a lap time that is 1.000 second or more faster than the lap time used to determine their Handicap starting position.	A 10 second time penalty will be added to the Driver's Race time for each offending lap.

8.2.2 For clarity, all lap times recorded for a transponder in the official timing system will be attributed to the Driver whose name has been associated with that transponder, regardless of who is physically driving the vehicle. The Driver is responsible for ensuring that, where another Driver is driving their vehicle, the name associated with the transponder number is amended before that Driver commences an on-track session. Where a Driver fails to ensure the timing system identifies the correct Driver, any resulting lap times and associated consequences will remain attributed to the Driver identified in the official timing system.

- 8.2.3** Where a Driver deliberately uses another Driver's identity or transponder, or otherwise provides misleading information to avoid the application of a penalty, the matter may be referred for further disciplinary action under Article 72 of the GTRNZ Constitution.
- 8.3 Series Demerit Points** are additional to any Time Penalty or Drive Through Penalty that may have been imposed. Demerit Points are cumulative over all Rounds of the Series and will remain active for a rolling period of twelve(12) months from the date on which they are incurred. A register of Series Demerit Points will be maintained by the Series Coordinator.
- 8.3.1** Demerit Points will continue to accumulate regardless of whether a penalty associated with a previous demerit threshold has been served. Where a Competitor reaches multiple demerit thresholds as a result of a single decision, only the highest threshold reached will apply.
- 8.3.2** The following Series Demerit penalties apply:
- (c) 6 points:** the Driver must start from the rear of the grid for the next Scratch Race.
 - (d) 10 points:** the Driver is excluded from the next Race.
 - (e) 14 points:** the Driver is excluded from the next Race and must start from the rear of the grid for the following Race.
 - (f) 18 points:** the Driver is excluded from the next two Races and the matter must be referred to a Disciplinary Hearing in accordance with Article 72 of the GTRNZ Constitution. The Disciplinary Hearing may impose a penalty up to and including indefinite exclusion from the Series, with the period of exclusion being not less than the remainder of the current Series and the next complete Series season.
- 8.3.3 Handicap Grids:** If the Race directly following the Decision is a Handicap Race, any grid-position penalty under Article 8.3.2 will be carried forward to the next Scratch Race. Any Race exclusion under Article 8.3.2 will apply to the next Race regardless of whether it is a Scratch Race or Handicap Race.
- 8.3.4 Application of Penalties:** A penalty under Article 8.3.2 applies to the next Race for which the penalty can be served, subject to Article 8.3.2. "Next Race" is defined as the first Race in which the Driver is eligible to start following delivery of the Decision imposing the penalty and for which the starting grid has not already been set and published. Where the starting grid for the next Race has already been set and published when the Decision is delivered, the penalty will carry forward to the following Race for which the penalty can be served. If the penalty cannot be served at the Round at which it is incurred, the penalty will carry forward to the next Round until served.
- 8.4** Where a competitor is required to attend an Inquiry or Hearing, the competitor will be advised by summons or notice, as applicable. These notifications will be issued within one hour following completion of the Category's final Race for the day/Round.
- 8.4.1** Any competitor who has been notified that they are required to attend a Hearing, or who lodges a protest in relation to any matter, must obtain clearance from the Clerk of the Course or Chair of the Stewards before leaving the venue.
- 8.4.2** The non-attendance of a competitor who has received such notification will not prevent the Inquiry or Hearing from proceeding or a decision from being made.
- 8.4.3** It is the responsibility of the relevant Official or competitor to ensure that any witnesses they require are available and able to participate in the Hearing.

9. POINTS

9.1 Points will be allocated as follows:

- (a) 15 points will be awarded to those Drivers that set a valid lap time during Qualifying; and
- (b) Class points will be awarded based on Driver's overall finishing position within their Class, in each Race at each Round of the Series, per the below table:

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

9.1.1 Where a Driver causes a red flag during a Qualifying session and requires external assistance to return to pit lane, the Driver will not be awarded any Qualifying points.

9.2 **Dual Driver points:** As Dual Drivers are deemed to form a single entry, points awarded will be combined from both Drivers. Should one of the Dual Drivers wish to enter another vehicle separately, and part way through the Series, all earlier points for that Driver must be forfeited unless the Committee in its discretion deems otherwise.

9.3 A Driver may change vehicles prior to any Round in the Series, however any change of vehicle must be notified to the Series Coordinator prior to the Qualifying session of that Round, where previous points will be retained.

9.4 If for any reason, a Driver needs to change their vehicle part way through a Round, points will only be awarded against the vehicle they had originally Qualified in.

9.5 **GT3/GT4 Class and GT2 Class:** Those Drivers moving Class from GT4 to GT3, GT3 to GT2, or GT2 to GT1 will forfeit all Class points from the lower Class and be allocated last place Class points for the Class they are moving to, for each of the Races in all Rounds the Driver has completed in their previous Class/es. Class Points will not be transferred from the lower Class to the higher Class in this case.

9.6 Points will only be awarded to Drivers registered as a 'full season member' during their registration to the Series. Any Driver not registered as a full season member will be excluded for the purposes of points calculations unless they become a full season member within seven days of the conclusion of the Round.

10. AWARDS

10.1 The following overall Series Awards will be presented at the end-of-season Prizegiving:

- (a) **Overall Series Consistency Champion:** being the Driver who is classified the highest number of Qualifying sessions and Races across all four Classes during the Series. The Overall Series Consistency Champion will be awarded the **GTRNZ Challenge Cup**.
- (b) **Class Series Champions:** awarded to the Driver in each Class who achieves the highest total number of points accumulated over the Series. Second and third place overall in each Class will also be awarded based on the final Series points standings.

10.1.1 To be considered eligible for any overall Class Series awards, Drivers must compete in a minimum of two Rounds of the Series in that Class. A Driver moved into that Class due to a break-out in a previous Class will still be eligible.

- 10.2 Round awards:** First, second and third place overall Round awards will be presented to the Drivers in each Class who achieve the highest, second-highest and third-highest points totals respectively for that Round.
- 10.2.1** To be eligible for Round awards, the Driver must be classified in the Round results and score points in a minimum of two(2) sessions (Qualifying and/or Races).
- 10.2.2** Only full season members will be eligible for Round awards, any Driver not registered as a full season member will be excluded from the Round awards unless they become a full season member within seven days of the conclusion of the Round.
- 10.3 Tie-breaks:**
- 10.3.1 Class Series and Round awards:** Where two or more Drivers have an equal highest points total for a Class Series or Round, the winner will be determined in accordance with National Sporting Code Appendix Four, Schedule Z, Article 11.6. The same procedure will apply to determine the remaining placings where required.
- 10.3.2 Overall Series Consistency Champion:** Where two or more Drivers have completed the same number of Qualifying sessions and Races, the Overall Series Consistency Champion will be determined by the Driver with the highest percentage of valid Qualifying laps completed within Class eligibility. Where two or more Drivers have the same percentage of Qualifying laps completed, the Driver with the highest number of Series points will be the Overall Series Consistency Champion. Where two or more Drivers remain tied on Series points, the tie will be resolved in accordance with National Sporting Code Appendix Four, Schedule Z, Article 11.6.

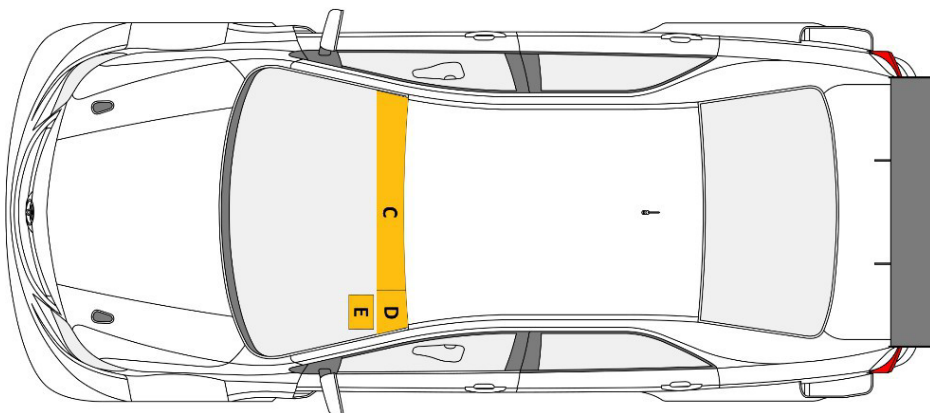
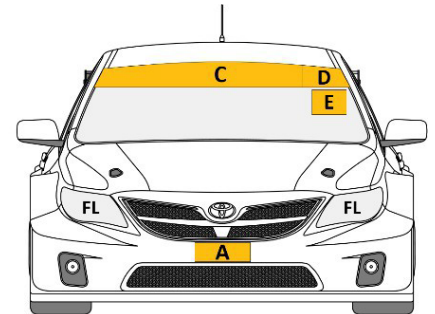
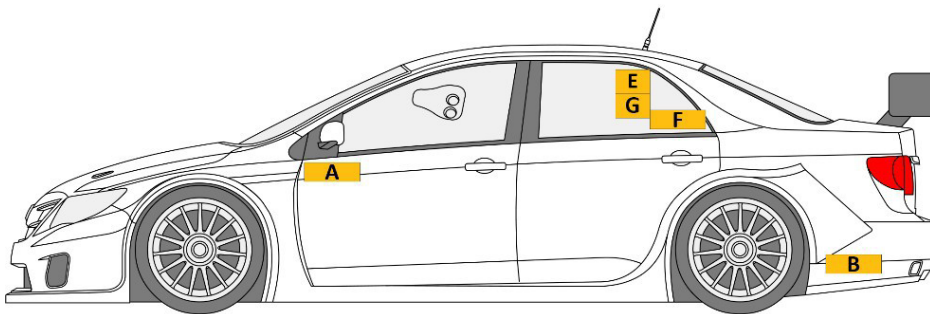
11. IN-CAR CAMERAS

- 11.1** Drivers/Entrants are encouraged to install and run an in-car camera during all Qualifying sessions and Races during the Series. Where an in-car camera is installed and operated, the requirements of this Article apply.
- 11.2** Any in-car camera installed in a vehicle must comply with National Sporting Code Appendix Two, Schedule A, Part One, Article 6.4 and is subject to inspection and approval by the Series Scrutineer and/or Event Chief Scrutineer.
- 11.3** Where in-car camera footage has been recorded, the footage must be made available to the Series Coordinator, Clerk of the Course and/or Steward(s) on request. The requested footage must be provided in its original, unmodified form and must be retained and available for a minimum of 48 hours after the conclusion of the Round.
- 11.4** Where in-car camera footage has been recorded and is requested in accordance with the above Article, failure to provide the footage within the required timeframe, or providing footage that has been modified, deleted or otherwise rendered unavailable, may be subject to a penalty imposed by the Clerk of the Course.

APPENDIX ONE: DECALS AND LOCATIONS

Location		Decals
A	Front and/or rear bumper	FNR Rooding Decal*
B	Rear guard on both sides of vehicle (or suitable alternative location nearby)	Egmont Honey Decal*
C	Top of front windscreen (no other advertising is permitted above, below, or on this decal other than (D))	GTRNZ banner with Egmont Honey Decal Overlaid*
D	Top left of front windscreen, on top of windscreen banner	Class*
E	Top left of front windscreen, and boot area, and on each side of vehicle (if the car does not have a rear side window the number may be placed in the nearest practical location)	Car number which must be fluo yellow in colour and displayed in a durable manner with a minimum size of 150mm high and text width of 20mm, or as per National Sporting Code Schedule A Part One
F	Near car number on both sides of vehicle	MotorSport New Zealand Accredited Series decal*
G	Below car number on both sides of vehicle	Driver's name
At Driver's discretion		GTRNZ decals and any Round sponsor decals provided for specific Rounds as per the Series Coordinator's instructions*

* If marked with this asterisk in the table above, one set of decals will be supplied free of charge by Series Personnel. Any additional sets required will be at the cost of the Driver/Entrant.



APPENDIX TWO: LAP TIME NOMINATION FORM – RACE TWO HANDICAP

This form is used by a Driver to nominate a faster lap time for the calculation of their Race Two handicap under Article 6.5.1.

Driver to complete:

Driver name	
Car number	
Class	
Round	
Nominated lap time (min:sec.000)	_____:_____._____
Date/time form completed	Date: _____ Time: _____
Driver signature	

Series Coordinator to complete:

Date/time form received	Date: _____ Time: _____	
Form received at least 90 minutes before Race Two	Yes	No
Fastest relevant lap time from Qualifying/Race One	_____:_____._____	
Nominated time accepted	Yes	No
Reason if declined		
Race Two handicap time to be used (min:sec.000)	_____:_____._____	

APPENDIX THREE: SERIES DEMERIT POINTS

NSC Schedule P Reference	Offence	Series Demerit Points
A 4Z.1	Disregard of red flag or red lights	4
A 4Z.2	Overtaking and not redressing or failing to maintain position under yellow flag or yellow light(s)	3
A 4Z.3	Disregarding black flag with number or drive through penalty board, or black flag with orange disc	4
A 4Z.4	Causing a red flag or red lights to be displayed (1) During Practice/Qualifying (2) During Race	2 3
A 4Z.5	Breach of Code of Driving Conduct	3
A 4Z.6	Careless driving causing or likely to cause an incident	4
A 4Z.7	Dangerous driving causing or likely to cause crash, including driving off the circuit	5
A 4Z.8	Making a false start (including going on wrong flag drop)	2
A 4Z.9	Breach of rolling Start or Safety Car regulations	1
A 4Z.10	Breach of Circuit Regulations	2
A 4Z.11	Breach of Pit regulations	2
A 4Z.12	Breach of pit lane speed limit	2
A 4Z.13	(a) Crossing the pit entry line, or (b) Crossing the pit exit blend line when leaving pit lane	2
A 4Z.15	Pushing a Car by the driver or by another Car along the circuit or across the finish line	3
A 4Z.16	Leaving the circuit, gaining an advantage, and not redressing	2
A 4Z.17	Undertaking Practice starts other than as permitted	1
A 4Z.18	Failing to stop for red light at Pit Lane exit	2