

SPORTING REGULATIONS GOVERNING THE 2026-27 NZ SUPER TRUCK RACE CHAMPIONSHIP

PREAMBLE

MotorSport New Zealand hereby declares the following Sporting Regulations to be those governing competition for Drivers in the MotorSport New Zealand NZ Super Truck Race Championship.

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 TR; and
- The Event Supplementary Regulations.

The Championship is held under MotorSport New Zealand Sanctioning Permit No: 269017

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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.

"Truck" means a vehicle complying with the 2026-27 Technical Regulations (Schedule TR), hereafter referred to as the **"Technical Regulations"**.

"Championship" means the MotorSport New Zealand NZ Super Truck Championship for vehicles complying with the Technical 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 Championship.

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

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 Motorsport Australia National Competition Licences and Trans-Tasman Visas may enter any of the New Zealand Race Championships and be eligible for awards.

- 2.1.2** All Drivers and Entrants must be financial members of the Truck Racing Association (NZ) Inc MotorSport New Zealand Member Club, with the exception of those competing on a Trans-Tasman Visa.

2.2 VEHICLE ELIGIBILITY

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

- 2.2.2** All Drivers/Entrants agree to submit their vehicle for scrutineering when required by the Championship Scrutineer for compliance with National Sporting Code Appendix Two, Schedule A and Appendix Four.
- 2.2.3** Classes: There are three (3) classes as follows:
- (a) **Supertruck Class:** being for trucks equipped with electronic engines and no restrictions on engine displacement (electronic engine being defined as electronic diesel engines utilising an electronic control unit (ECU) and sensors to manage fuel injection). The minimum race weight is 5,300kg.
 - (b) **Historic Class:** being for non-electronic trucks with no restrictions on engine displacement and a minimum race weight of 5,000kg.
 - (c) **Development Series:** being for trucks complying with the eligibility for Supertruck or Historic as outlined in (a) and (b) above, but for any Driver who wishes to either extend their number of on-track sessions by participating in the Super Truck Championship Races and the Development Series Races, or wish to only participate in the Development Series Races.
- 2.2.4** Both the Supertruck Class and Historic Class will contest the MotorSport New Zealand Super Truck Championship. The Development Series does not contest the MotorSport New Zealand Super Truck Championship. Prior to the commencement of their first Round, all Drivers must nominate what Class they will be collecting points in. A Driver may then only score Class Points in that Class.
- 2.2.5** The Supertruck Class and the Historic Class will share the track for each session. The Development Series will have its own dedicated sessions.

3. CHAMPIONSHIP PERSONNEL

- 3.1** At each Round the following personnel or their approved assistant/s have the responsibilities and authorities set out below:

3.1.1 Championship Coordinator:

Name: Graham McClymont
 Phone: 027 288 4086
 Email: grahammcc@hotmail.com

Who shall have the duties and authority of a Series Coordinator as set out in the National Sporting Code and who is responsible for and authorised to:

- (a) Deal with all administrative matters pertaining to the Championship.
- (b) Receive and accept entries;
- (c) Record and publish all Championship points schedules;
- (d) Liaise with the Approved Promoter, Inviting Club/s, and/or Event Officials on all matters pertaining to these Sporting Regulations;
- (e) Supplying vehicle Championship decals and ensuring correct placement of those decals; and
- (f) Ensure Round award winners attend on-track presentations as required.

3.1.2 Championship Scrutineer:

Name: Barry Carrington
Phone: 027 441 8682
Email: barry.carrington@lakeautos.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 Championship;
- (b) Undertake Safety Audits including management of vehicle logbooks;
- (c) Inspect any competing vehicle within the Championship in order to ascertain compliance with the Technical Regulations;
- (d) Assist competitors with technical enquiries relative to the Technical Regulations applicable to their vehicle;
- (e) Affix and check Official Seals as and where required;
- (f) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures;
- (g) Undertake the duties of a Judge of Fact Speed;
- (h) To be reporter of excessive smoke; and
- (i) Liaise with Event Officials and the Championship Coordinator(s) on any scrutineering or technical conformity issue for the category.

3.1.3 **Race Director** ~~Driving Standards Observers:~~

Name: Malcolm Glen
Phone: 027 488 9966
Email: malcolm.glen@xtra.co.nz

Who is appointed and authorised by MotorSport New Zealand to be responsible for:

- (a) Ensuring compliance with the National Sporting Code;
- (b) Undertaking the duties and authorities outlined in NSC 78 and 79;
- (c) Conducting Race Director Briefing sessions;
- (d) Liaising with the Championship Coordinator regarding promotional activities;
- (e) Conducting any Inquiries necessary (including any Hearings and Inquiries held outside of the Rounds of the Championship) to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the Championship;
- (f) Act as the Starting Judge;
- (g) Act as a finishing Judge; and
- (h) Act as the Judge of Fact (Yellow Flag redressing).

~~Who are authorised by MotorSport New Zealand to undertake the duties outlined in Appendix Four Schedule Z Article 22.~~

4. CHAMPIONSHIP REGISTRATION AND ROUND ENTRY

- 4.1** Registration into the Championship must be made on the Championship Registration Form as provided as Appendix One to these Sporting Regulations and submitted to the Championship Coordinator for acceptance prior to the Driver's first Round of the Championship.
- 4.1.1** During this registration, Drivers must indicate if they are collecting points for Supertruck Class, Historic Class, or Development Series. Points can only be collected in one Class
- 4.1.2** The Championship Coordinator reserves the right to accept or decline registration into the Championship.
- 4.2** In registering for the Championship, all Drivers/Entrants:
- (1)** Are deemed to be in acceptance of and agree to comply with these Sporting Regulations and all relevant Articles of the National Sporting Code;
 - (2)** Agree to be at all times responsible for the presentation of their vehicle with respect to safety requirements under National Sporting Code Schedule A, and eligibility requirements under the Technical Regulations;
 - (3)** Agree to comply with any specific requirements of the official Championship Sponsor(s), as detailed within these Sporting Regulations; and
 - (4)** Agree to work with the Championship Coordinator in placement of Sponsor decals when required.
- 4.3** **Round Entry:** Entry for each Round of the Championship (separate and not included in the Championship Registration) must be made direct via the Inviting Club as outlined in the Round's Supplementary Regulations. The entry fees for each Round will be communicated via the Championship Coordinator, and entries will not be deemed valid until payment is received.

5. CHAMPIONSHIP STRUCTURE

- 5.1** The Championship will comprise of the following Rounds:

Round	Date	Venue	Inviting Club
1	24-25 October 2026	Manfeild Circuit Chris Amon	Manawatu Car Club
2	30-31 January 2027	Levels Raceway	South Canterbury Car Club
3	6-7 March 2027	Teretonga Park	Southland Sports Car Club
4	3-4 April 2027	Manfeild Circuit Chris Amon	Manawatu Car Club

- 5.2** MotorSport New Zealand 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. CHAMPIONSHIP 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:**

- (a) For the Super Truck Championship **Classes**: at ~~all~~ **each** Round there will be one (1) Qualifying session of fifteen (15) minutes duration.
- (b) For the Development Series Class: at each Round there will be one (1) Qualifying session of ten (10) minutes duration.

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

Round	NZ Super Trucks Championship			Development Series		Venue
	Race One	Race Two	Race Three	Race One	Race Two	
1	6 laps	8 laps	8 laps	6 laps		Manfeild Circuit Chris Amon
2	6 laps	8 laps	8 laps	6 laps	6 laps	Levels Raceway
3	6 laps	8 laps	8 laps	6 laps	6 laps	Teretonga Park
4	6 laps	8 laps	8 laps	6 laps		Manfeild Circuit Chris Amon

- 6.4.1** At all Rounds the **Race Director and/or** Clerk of the Course, in consultation with the Stewards of the Meeting, reserves 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.

6.5 Starting Positions

6.5.1 Supertruck Class and Historic Class

- (a) **Starting Positions for Race One** will be determined by the valid lap times achieved in Qualifying, with the fastest Driver to the front.
- (b) **Starting Positions for Race Two** will be determined by the fastest valid lap time from either Qualifying and Race One, before any penalties are applied, with the fastest Driver to the rear (reverse grid format).
- (c) **Starting Positions for Race Three** will be a 'Handicap Race Grid Start' with grid positions determined by fastest valid lap time achieved in Qualifying, Race One, or Race Two, before any penalties are applied, slowest truck to the front of the grid, descending to the fastest truck, with the time delay between each truck set by the Championship Coordinator in conjunction with the Inviting Club Official. This will be a rolling start in accordance with Appendix 4 Schedule Z Article 8 with the trucks lined up on the grid and released via Race Radio.

6.5.2 Development Series

- (a) **Starting Positions for Race One** will be determined by the valid lap times achieved in Qualifying, with the fastest driver to the rear (reverse grid format), with up to two (2) splits in the grid.

(b) Starting Positions for Race Two will be determined by the valid lap times achieved either in Qualifying and Race One, with the fastest driver to the rear (reverse grid format), with up to 2 splits in the grid.

6.6 Race Starts ~~Starting Positions~~: All Races will be rolling starts. All Races will be controlled by the Official Safety Vehicle.

6.7 Race Start Procedures: At all Rounds, 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 must maintain a constant speed. Once the **Race Director** ~~Clerk of the Course~~ is satisfied, the red lights will extinguish, and the Race starts.

6.7 Reverse Grids:

6.7.1 Any Driver who fails to finish the preceding Race will start from the back of the grid. In the case of more than one non-finisher, the non-finishing Driver achieving the furthest distance in the preceding Race will be to the front of this group and so on.

6.7.2 Any Driver who fails to start the preceding Race will start from the back of the grid behind any Drivers who are gridded in accordance with Article 6.6.1 above. In the case of more than one non-starter, the non-starting Driver with the fastest Qualifying time will be to the front of this group and so on.

6.7.3 Any Driver who incurs a penalty of exclusion in the preceding Race will start from the rear of the grid behind any Drivers who are gridded in accordance with Article 6.6.1 and/or 6.6.2 above. In the case of more than one exclusion, the Driver excluded first will be to the front of this group and so on.

6.7.4 If there are six (6) or fewer trucks on the starting grid at the commencement of Race Two and/or Race Three, then the Championship Coordinator has the right to reduce the Race distance of those Races to that of Race One as described in Article 6.4.

6.7.5 The reverse grid format may have up to two 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.

7. MAXIMUM SPEED AND SMOKE

7.1 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 Championship Scrutineer 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 Article 4.1 of the Technical Regulations, it is the Driver's 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 three (3) seconds in one instance at the end of each session, to the ~~Race Director~~ ~~Clerk of the Course~~ for imposition of the following penalties.

(a) **Qualifying:** First report: a warning will be issued.

(b) **Race:** First report: a warning will be issued.

Second report: a 10 second time penalty will be added to the total Race time.

Third and subsequent reports: exclusion from Race.

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

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

8. RACE RADIO

8.1 Race Radio is compulsory and it is mandatory for all teams to have a radio receiver capable of receiving Race Radio. It will be used for all major announcements, including Race penalties and to communicate with team managers and Drivers concerning incidents and circuit penalties.

8.2 The frequency is 455.168750MHz.

8.3 Any Race Radio tuned to the above frequency must be set to “receive” only.

8.4 Any announcement over Race Radio will be considered as having been heard and understood by teams and Drivers. These announcements are Decisions and are binding will be additional to flag/light signals to Drivers.

9. PARC FERME

9.1 Upon directive from the Championship Scrutineer, Drivers may be required to drive their vehicle directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified directly to the Driver.

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

9.2 Whilst the vehicle is in Parc Fermé no intervention of any kind is permitted unless specifically authorised by the Championship Scrutineer.

10. PENALTIES

10.1 Penalties will be applied by the ~~Race Director~~ ~~Clerk of the Course~~ as follows, and as relevant, in accordance with the prescribed articles of National Sporting Code Part VIII – Penalties, Schedule P.

	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 Sporting Regulations.	1. Qualifying: Start Race 1 from rear of the field 2. Races: Time Penalty of up to thirty (30) seconds added to the Race time.	1. Up to six (6) months endorsement of Competition Licence.

10.TR2	GPS unit been found to: • 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.	
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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 **Race Director** ~~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;
- (b) Where all such installations are approved by the appointed Championship Scrutineers; 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.

11.3 All commercial media for the NZ Super Truck Championship remains the property of the NZ Truck Racing Association.

12. IN-TRUCK JUDICAL CAMERAS

12.1 All trucks must be fitted with two cameras; one must be a forward-facing camera, and the other must be a rear-facing camera.

12.1.1 The forward-facing camera must show both the Driver/steering wheel *and* a clear forward view of the track. The rear-facing camera must show the view of the circuit behind.

Note: These cameras must be recording simultaneously at all times. Recording must not alternate between cameras.

12.2 Driver/Entrants are responsible for ensuring the location and fitment of all cameras has been approved by the Championship Scrutineer, including those for private use, prior to any on-track session.

- 12.3** All cameras must use SD cards and the files must be compatible with Windows Media Player ie: .avi/.mpeg.
- 12.4** All Drivers must ensure that all cameras are fully functional and switched on and recording at all times while the truck is on-track, from leaving the assembly area to entering Parc Fermé. Any problems with the operation of the cameras must be reported to the **Race Director** ~~Clerk of the Course~~ and/or the Championship Scrutineer immediately.
- 12.5** The **Race Director**, 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 **Race Director** ~~Clerk of the Course~~ has completed their investigations, the protest/appeal time has expired, or when the results are deemed final.
- 12.6 Footage Use:** The **Race Director** ~~Clerk of the Course~~ and the Stewards may make use of any such available video footage provided by the judicial cameras in reaching their decisions on any judicial matters. All video footage must be made freely available to the Championship Personnel and Event Officials if and when requested.

Note: All commercial media for the NZ Super Truck Championship remains the property of the NZ Truck Racing Association.

13. POINTS

- 13.1** For each Qualifying session and Race, **Championship Points** will be allocated to Drivers based on their Qualifying classification or overall Race finishing position as applicable, in accordance with the points scale set out below. **Class Points** will be allocated to Drivers based on their finishing position within their respective Class, in accordance with the points scale set out below.

Placing	Points
1 st	16
2 nd	13
3 rd	11
4 th	10
5 th	9

Placing	Points
6 th	8
7 th	7
8 th	6
9 th	5
10 th	4

Placing	Points
11 th	3
12 th	2
13 th onwards	1

- 13.2 Attendance Points:** ~~For~~ At each Round, one (1) additional Championship Point will be awarded to ~~every each~~ Driver who has entered and attended with their vehicle, ~~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.

In the event of a tie in points following the final Round of the Championship, the provisions of Appendix 4 Schedule Z Article 11.6 will apply.

- 14.2** At the conclusion of the final Round of the Championship, the following **Class** awards will be presented:
- (1) The Supertruck Championship 1st, 2nd, and 3rd, as determined by total Class Points accumulated over all Rounds; and

- (2) The Historic Truck Championship Trophy, as determined by total Class Points accumulated over all Rounds; and
- (3) The Development Series 1st, 2nd, and 3rd, as determined by total Class Points accumulated over all Rounds.