



## FIA CASTROL TOYOTA FORMULA REGIONAL OCEANIA TROPHY 2026 SPORTING REGULATIONS

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## FOREWORD

TOYOTA GAZOO Racing New Zealand (TGRNZ) will organise the Castrol Toyota Formula Regional Oceania Trophy (the Trophy) which is the property of MotorSport New Zealand and comprises two titles of Champion, one for drivers and one for teams. It consists of the Formula Regional races which are included in the Formula Regional calendar. All the participating parties (MotorSport New Zealand, TGRNZ, competitors and circuits) undertake to apply as well as observe the rules governing the Trophy.

### 1. REGULATIONS

1.1 MotorSport New Zealand Inc hereby declares the following Sporting Regulations to be those governing competition for competitors in the Castrol Toyota Formula Regional Oceania Trophy (CTFROT) – Certified by the FIA.

A Sanctioning Permit number: 259000 has been issued in the name of MotorSport New Zealand.

1.2 The final text of these Sporting Regulations shall be in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be made in accordance with Article 18 of the International Sporting Code (ISC).

1.3 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations.

### 1.4 AMENDMENTS

MotorSport New Zealand, upon advice from the Chair of the Stewards, in consultation with the Race Director and Category Manager, may issue amendments to these Sporting Regulations where it is deemed necessary to amend any Article. These Amendments will be issued on behalf of the Chief Executive Officer in the form of Championship Amendments.

This table records all official Amendments issued during the season relative to these Sporting Regulations:

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes
A001	08 01 2026	Art 15; Art 16; Art 18.5; Art 21.5; Art 36.2	Correct title; Request for Investigation process; Defending position; Pit lane procedures; Reconnaissance lap procedure
A002	09 01 2026	Art 16.1	Clarification of Request for Investigation process

### 2. GENERAL UNDERTAKING

2.1 All drivers, competitors and Officials participating in the Trophy undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions, the Technical Regulations and the present Sporting Regulations, together referred to as "the Regulations".

2.2 The Trophy and each of its Events are governed by MotorSport New Zealand in accordance with the present Regulations. Event means any event counting towards the Trophy and registered on the Calendar for any year, commencing at the scheduled time for Scrutineering and sporting checks and including all practice sessions and the race itself and ending at either the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.

### **3. GENERAL CONDITIONS**

**3.1** It is the competitor's obligation to ensure that all persons concerned by their entry observe all the requirements of the Code, the FIA General Prescriptions, these Sporting Regulations, the Technical Regulations, the Meeting Supplementary Regulations, and the Race Director Briefings.

If a competitor is unable to be present in person at the Event, they must nominate their representative in writing.

Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

**3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.

**3.3** The presentation of a car for Scrutineering will be deemed an implicit statement of conformity.

**3.4** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must carry an appropriate pass at all times.

**3.5** During any Event competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce any moving pictures of competition cars on the track. Any exception to this must be approved in writing by TGRNZ.

Failure to comply with the above will be reported to the Stewards of the Meeting and may result in a fine or the disqualification of the relevant team from the Event.

### **4. LICENCES AND ELIGIBLE DRIVERS**

**4.1** All drivers must be at least 16 years old (the date of the birthday being binding) and hold an FIA International C grade Licence (ITC-C) issued by MotorSport New Zealand.

A driver must also be in possession of a current medical certificate of aptitude, either included on the Competition Licence or on an attached document.

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 Trophy and be eligible for awards.

If a driver holds an ITC-C Licence issued by an FIA-recognised ASN that is not MotorSport New Zealand or Motorsport Australia, MotorSport New Zealand may approve participation in the Trophy provided that the driver satisfies MotorSport New Zealand 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.

No Driver entered in the Trophy may have participated in any round of a Trophy with any type of single seater car that was designed and/or built to achieve a weight-to-power ratio less than 1.5 kg/bhp. As an exception, drivers having participated in a maximum of three competitions of the FIA F2 Championship are eligible to enter the FIA Formula Regional Trophy.

**4.2** No driver may participate in the Trophy without successfully completing a mandatory training/educational programme given by MotorSport New Zealand, organised by TGRNZ.

**4.3** No driver may participate in the Trophy for more than three complete seasons (more than 80% of the Competitions in any season being considered a complete season).

**4.4** No Trophy winning driver, other than any winner of the best Rookie title, may compete in a further Trophy.

### **5. TROPHY EVENTS**

**5.1** Events are reserved for Formula Regional cars as defined in the current FIA Technical Regulations (Appendix J – Article 275 and 275A).

**5.2** Each Event will have the status of an international competition.

5.3 The Event shall include all Practice and Qualifying sessions and Races.

5.4 Each Trophy's complete season must count a minimum of 500 minutes of track activity (across all season's competitions combined, collective Test sessions not included) or a minimum of 150 minutes of track activity per Event for Trophy with a minimum of four Events.

5.5 The Trophy will comprise the four Events as follows:

Event	Date	Venue	Nearest City
1	9-11 January 2026	Hampton Downs Motorsport Park	Auckland
<i>Featuring the Dorothy Smith Memorial Cup</i>			
2	16-18 January 2026	Taupo International Motorsport Park	Taupo
<i>Featuring the Denny Hulme Memorial Trophy</i>			
3	23-25 January 2026	Teretonga Park	Invercargill
<i>Featuring the Spirit of a Nation Cup</i>			
4	30 January – 1 February 2026	Highlands Motorsport Park	Cromwell
<i>Featuring the 70th New Zealand Grand Prix</i>			

5.6 Race Distances:

Event	Race 1	Race 2	Race 3	Race 4	Venue
1	18 Laps	18 Laps	18 Laps	23 Laps	Hampton Downs Motorsport Park
2	18 Laps	18 Laps	18 Laps	23 Laps	Taupo International Motorsport Park
3	25 Laps	25 Laps	25 Laps	30 Laps	Teretonga Park
4	18 Laps	18 Laps	27 Laps	N/A	Highlands Motorsport Park

5.7 An Event will not count for the Trophy if fewer than 16 cars are available for it.

5.8 Each Event will be run on circuits holding a valid FIA Licence Grade 3 minimum, delivered by the FIA.

## 6. FORMULA REGIONAL TROPHY

6.1 The Castrol Toyota Formula Regional Oceania Trophy driver's title, the Chris Amon Trophy, will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

6.2 The Castrol Toyota Formula Regional Oceania Trophy team title will be awarded to the team which has scored the highest number of points, taking into account the best two drivers at the end of each race.

6.3 The Castrol Toyota Formula Regional Oceania Trophy Rookie of the Year title will be awarded to the rookie driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

Note: To be eligible for the Castrol Toyota Formula Regional Oceania Trophy Rookie of the Year Trophy drivers must have entered and competed in no more than three Events of any previous TRS or CTFROC and must have entered and competed in no more than three Events 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.

6.4 The Castrol Toyota Formula Regional Oceania Trophy International Driver Title will be awarded to the international driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

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 New Zealand.

6.5 The Castrol Toyota Formula Regional Oceania Trophy Trans-Tasman Title will be awarded to the Trans-Tasman driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.

Note: To register as a “Trans-Tasman Driver” a driver must be a New Zealand or Australian passport holder.

6.6 TGRNZ reserves the right to add further trophies and/or awards to the above schedule and also the right to remove trophies and/or awards if less than three qualifiers.

6.7 Points will be awarded at each Race according to the following scale:

For Race 1, 3 & 4:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>
35	31	27	24	22	20	18	16	14	12	10

12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	DNF	DNS
9	8	7	6	5	4	3	2	1	0	0

For Race 2:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>
20	18	16	14	12	10	9	8	7	6	5

12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	DNF	DNS
4	3	2	1	0	0	0	0	0	0	0

6.8 If a race is suspended under Article 40, 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.

Full points will however be awarded if the maximum race time is reached before 75% of the original race distance was completed by the leader.

No points will be awarded if all laps have been completed under Safety Car.

6.9 If required by TGRNZ to do so, the drivers finishing first, second, and third in the Trophy must be present at the annual TGRNZ Prize Giving ceremony.

6.10 If required by the FIA to do so the driver finishing first in the Trophy must be present at the annual FIA Prize Giving ceremony.

## 7. DEAD HEAT

7.1 Prizes awarded for all the positions of competitors who tie will be added together and shared equally.

7.2 If two or more drivers or teams finish the season with the same number of points, the higher place in the Trophy shall be awarded to:

- The holder of the greatest number of first places.
- If the number of first places is the same, the holder of the greatest number of second places.

- c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- d) If this procedure fails to produce a result, MotorSport New Zealand will nominate the winner according to such criteria as it thinks fit.

## **8. ORGANISATION OF EVENTS**

**8.1** The Organiser must be a Club or Body acceptable to MotorSport New Zealand.

**8.2** Each Organiser shall provide the information set out in the Specific or Supplementary Regulations of the Event.

## **9. INSURANCE**

**9.1** The Organiser of an Event must ensure that all competitors, their personnel and drivers are covered by third party insurance.

**9.2** Thirty days before the Event the Organiser must send MotorSport New Zealand details of the risks covered by the insurance which must comply with the national laws in force. This insurance certificate, written in English, shall be made available to the competitors.

**9.3** Third party insurance arranged by the Organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.

**9.4** Drivers taking part in the Event are not third parties with respect to one another.

**9.5** Each competitor shall be responsible for their own medical and third party insurance during the official Testing (collective Testing/out of event).

## **10. OFFICIALS**

**10.1** 2026 Trophy Personnel:

**a) Chairman of Stewards:**

Name: Shayne Harris  
 Phone: +64 27 443 8455  
 Email: [shayne@motorsport.org.nz](mailto:shayne@motorsport.org.nz)

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

- Undertaking duties and authorities outlined in ISC Article 11.8 and 11.9.

**b) Race Director:**

Name: Amy Pullen  
 Phone: +64 21 198 3066  
 Email: [pulla106@yahoo.co.uk](mailto:pulla106@yahoo.co.uk)

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

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

**c) Technical Delegate:**

Name: Stu Andrews  
 Phone: +64 27 544 3336  
 Email: [stuandrews52@gmail.com](mailto:stuandrews52@gmail.com)

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

- Undertake safety audits including management of car Logbooks, tyre allocation and marking.
- Affix Seals as required.
- Establish and undertake technical eligibility checking.

- Undertake the duties of a Judge of Fact with respect to weights and measures.
- Undertake the duties of a Tyre Judge.
- Liaise with Event Officials and the Category Manager on any scrutineering or technical conformity issue for the category.

**d) Driving Standards Observer:**

Name: Chris Pither

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

- Undertake duties assigned by the Race Director.
- Being a Start Line Judge.
- Being a Judge of Fact (Yellow flag redressing).

e) **Category Manager:**

Name: TOYOTA GAZOO Racing New Zealand

Name: GTSWRC Racing New Zealand  
Address: Hampton Downs Motorsport Park  
Unit T7, 20 Hampton Downs Road  
RD2

Te Kauwhata 3782

Contacts: Joshua Greenland Nicolas Caillol

Phone: +64 27 325 9882 +64 27 601 0342

Email: josh.greenland@toyota.co.nz nicolas.caillol@toyota.co.nz

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

- Liaise with MotorSport New Zealand on matters pertaining to the Trophy.
- Ensure supply and correct placement of competition number sets and correct placement of decals on cars.
- Ensure Meeting award winners attend presentations.

**10.2** For each season, a young Race Director or Steward may be nominated by MotorSport New Zealand as an Observer.

**10.3 For each event, the following Officials may be nominated by MotorSport New Zealand:**

- a) A Safety Delegate.
- b) A MotorSport New Zealand Delegate.

**10.4 For each Event, the following Officials must be nominated by MotorSport New Zealand:**

- a) Two Stewards of the Meeting, in addition to the Chairman. In accordance with Article 11.7 of the Code, the Stewards of the Meeting will officiate as a body under the authority of their Chairman.
- b) A Clerk of the Course.
- c) Technical Delegate, as per Article 10.1(c).

**10.5** For each Event, MotorSport New Zealand or TGRNZ may nominate the following:

- a) A Secretary of the Meeting.
- d) A Chief Medical Officer.
- c) Media Delegate.
- d) Others.

**10.6** The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with their express agreement:

- a) The control of Practice, Qualifying, and Races, adherence to the timetable and, if the deem it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code and with the Sporting Regulations.
- c) The interruption of Practice.
- d) The starting procedure.
- e) The use of the Safety Car.
- f) The suspending and resuming of the Race.

**10.7** The Race Director, the Clerk of the Course, the Technical Delegate, and the Stewards of the Meeting must be present at the circuit at the latest from the beginning of the Event as defined by the Code.

**10.8** The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate, and the Chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at Race Control and in radio contact with all the Marshals' posts.

**11. COMPETITORS APPLICATIONS**

**11.1** Entry is restricted to drivers and entrants who have completed, signed and returned a Castrol Toyota Formula Regional Oceania Trophy Registration Agreement with TGRNZ or a Wildcard entry as requested by the TGRNZ and approved by MotorSport New Zealand.

**11.1.1** Wildcard Entry: TGRNZ may request from MotorSport New Zealand the approval of Wildcard entries into Event 4 only. The Wildcard entry will not be eligible to be awarded Trophy points. At the conclusion of each race entered by the Wildcard entry, Trophy points will be allocated based on the finishing position of the registered Trophy competitors as stated in Article 6.7 excluding the classification of the Wildcard entry/s.

**11.2** TGRNZ may only reject an application for registration after gaining the approval of MotorSport New Zealand.

**11.3** Entry for all Events of the Trophy must be made by the entrant and the driver on the official entry form.

**11.4** No more than 22 cars can participate in an event, and no more than four cars registered from the same team, with the following condition for the fourth car:

The driver must be either:

- a) Female;
- b) A New Zealand passport holder; or
- c) An entry approved by TGRNZ.

**11.5** In order to facilitate the selection process, TGRNZ may request additional information including but not limited to the following:

- a) Financial situation and financial background of the team.
- b) Sporting background and sporting project of the team.
- c) Identity of the team's ownership and if applicable, details of any upstream companies.
- d) Physical details of the team's headquarters and equipment.
- e) More detailed information pertaining to the drivers.
- f) Organisation chart.
- g) All Teams entering the Trophy must declare and disclose any direct or indirect ownership links, governance arrangements, or operational relationships with any other Team participating in the Trophy. While sanctions shall not be automatically applied during the season, MotorSport New Zealand, TGRNZ, or the FIA shall have the authority to conduct a

formal assessment of potential conflicts of interest and issue binding recommendations or corrective requirements to ensure progressive alignment with the full integrity rules set to take effect. Any failure to disclose such relationships, or any finding of bad-faith non-compliance, may result in immediate disciplinary measures.

- 11.6 All applications will be studied by TGRNZ and accepted or rejected at its absolute discretion. TGRNZ will publish the list of cars and drivers accepted together with their race numbers.
- 11.7 At its absolute discretion TGRNZ may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by TGRNZ. Any such application must be made at least seven days prior to the start of the Event in question.
- 11.8 MotorSport New Zealand may cancel the Trophy if less than 12 cars are entered for it by the closing date for entries.
- 11.9 Any driver entered in the Trophy and who is unable to take part in an Event must inform TGRNZ and MotorSport New Zealand in writing before the end of initial Scrutineering of the Event in question.

## **12. PASSES**

- 12.1 No pass may be issued or used other than with the agreement of the Organiser or TGRNZ. A pass may be used only by the person and for the purpose for which it was issued.

## **13. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 13.1 The Stewards or Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- 13.2 All classifications and results of Practice and the Race, as well as all decisions issued by the Officials, will be posted on the official notice board.
- 13.3 Any decision or communication concerning a particular competitor should be given to him within twenty-five minutes of such decision, and receipt must be acknowledged.
- 13.4 Official instructions and communications to competitors may also be given via a dedicated radio channel. The Race Radio frequency is 489.056250 colour code 12 Digital.

## **14. DRUG AND ALCOHOL TESTING**

- 14.1 Drug and alcohol testing will be undertaken in accordance with Appendix A and Appendix C of the International Sporting Code (ISC).
- 14.2 The Breath Alcohol Technician will be the Race Director at all Events.
- 14.3 A digital breathalyser approved by MotorSport New Zealand will be used.

## **15. INCIDENTS DURING A SESSION**

- 15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
  - a) Necessitated the suspension of a race under Article 40.
  - b) Constituted a breach of these Sporting Regulations or the Code.
  - c) Caused a false start by one or more cars.
  - d) Caused a collision.
  - e) Forced a driver off the track.
  - f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
  - g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the Race.

**15.2** a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalised.

b) If an incident is under investigation, a message informing all teams which driver or drivers are involved will, where possible, be announced via Race Radio.

Provided that such a message is displayed within 25 minutes of the end of the Race, or a message is delivered to any team concerned within this time, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

**15.3** The Stewards may impose any one of the penalties below on any driver involved in an Incident:

a) A five second time penalty: five seconds will be added to the elapsed Race time of the concerned driver provided they carry out no further pit stop before the end of the Race, otherwise, in case of entering the pit lane, the driver must stop in their pit stop position for at least five seconds before re-joining the Race.

b) A ten second time penalty: ten seconds will be added to the elapsed Race time of the concerned driver provided they carry out no further pit stop before the end of the Race, otherwise, in case of entering the pit lane, the driver must stop in their pit stop position for at least ten seconds before re-joining the Race.

In both of the above cases no work may be carried on the car during the penalty period of time.

c) A drive-through penalty. The driver must enter the pit lane and re-join the Race without stopping.

d) A ten-second stop-and-go time penalty. The driver must enter the pit lane, stop in their pit stop position for at least ten seconds and then re-join the Race.

If either of the four penalties above are imposed during the last five laps, or after the end of a Race, Article 15.4b) below will not apply and five seconds will be added to the elapsed Race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 30 seconds in case of (c), and 40 seconds in the case of (d).

e) A time penalty.

f) A reprimand.

g) A drop of any number of grid positions at the driver's next Race.

h) Starting from the pit lane.

If any of the eight penalties above are imposed they shall not be subject to appeal.

i) Disqualification from the results.

j) Suspension from the driver's next Event.

**15.4** Should the Stewards decide to impose either of the penalties under Article 15.3a) or b), the following procedure will be followed:

a) The Stewards will give written notification of the penalty which has been imposed to the competitor concerned and, where possible, will ensure that this information is also displayed on the official noticeboard.

b) With the exception of Articles 15.3(a) and (b) above, from the time the Stewards' decision is notified via Race Radio, the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3(d), proceeding to their garage where they shall remain for the period of the time penalty.

For the avoidance of doubt, the display of the Drive Through Penalty "Drive Through" will be repeated a maximum of two times. The Line may be crossed outside of the pit lane on the track a maximum of two times after the penalty is shown for the first time.

However, unless the driver was already in the pit entry for the purpose of serving their penalty, they may not carry out the penalty after the Safety Car has been deployed. The

number of times the driver crosses the Line behind the Safety Car will be added to the maximum number of times they may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) When the time penalty period has elapsed the driver may re-join the Race.
- d) Any breach or failure to comply with Articles 15.4(b) or (c) may result in the car being disqualified.

## **16. INVESTIGATIONS, PROTESTS AND APPEALS**

**16.1** A Request for Investigation (RFI) may be lodged with the Race Director within 30 minutes of the end of a session in which the incident occurred, by the Team Representative as nominated by the entrant on the Team Staff Declaration Form in accordance with Article 26.3 of the Sporting Regulations.

Only the Team Representative of a driver who has been involved in an incident during a session may request RFI of such incident.

An entrant will only be permitted to submit one RFI for each driver of their team at each event of the Trophy. An RFI that is referred by the Race Director to the Stewards will be retained by the entrant.

Upon receipt of an RFI, 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) Determine that an alleged breach of the Sporting Regulations has occurred that warrants referral directly to the Stewards; or
- b) Determine that no further investigation is required and that the matter does not warrant being referred to the Stewards.

**16.2** Protests shall be made in accordance with the Code and accompanied by a fee of NZ\$1,000.00.

**16.3** Appeals shall be made in accordance with the Code and accompanied by a fee of NZ\$5,000.00.

**16.4** Appeals may not be made against decisions concerning the following:

- a) Penalties imposed under Articles 15.3(a), (b), (c), (d), (e), (f), (g) or (h), including those imposed during the last five laps or after the end of a race.
- b) Any drop of grid positions or starting from the pit lane imposed under Article 15.3(g), (h).
- c) Any penalty imposed under Article 30.5.
- d) Any decision taken by the Stewards in relation to Article 31.3.
- e) Any penalty imposed under Article 34.4.

## **17. SANCTIONS**

**17.1** The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

**17.2** Any driver who receives three reprimands in the same Trophy season will, upon the imposition of the third, be given a ten grid place penalty for the start of driver's next Race. If the third reprimand is imposed following an Incident during the last Race of an Event the ten grid place penalty will be applied for the start of the driver's first Race at the next Event.

The ten grid place penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

**17.3** Trophy Demerit Points: Demerit points issued by the Stewards, as detailed below, are deemed to be additional to any penalty that may have been imposed. These points are cumulative over

all Events of the Trophy. Grid or Race exclusion requirements will be imposed once the grid for a Race has been determined.

- 6 points = Go back six 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 two Races and endorsement of Competition Licence until 30 June 2026.

Note: The 'next Race' is clarified as being the Race a competitor is starting following a decision being delivered.

## **18. DRIVING**

- 18.1** The driver must drive the car alone and unaided.
- 18.2** The driver is not permitted to participate in any additional Practice, Qualifying or Race within the Event, except when authorised by the Stewards.
- 18.3** Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.  
A driver will be judged to have left the track if no part of the car remains in contact with the track.  
Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.
- 18.4** More than one 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 one car width between their own car and the edge of the track on the approach to the corner.
- 18.5** Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no portion of the car attempting to pass is alongside theirs. Whilst defending in this way the driver may not leave the track without justifiable reason.
- 18.6** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 18.7** As soon as a car is caught by another car which is about to lap it during the Race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that they must allow the following driver to overtake.

## **19. CAR AND DRIVER'S EQUIPMENT LIVERY**

- 19.1** Each car must carry the race number of its driver as published by TGRNZ. The number panel, supplied by TGRNZ, may not be modified without approval of TGRNZ and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification, unless specifically provided by TGRNZ.
- 19.2** Every competitor must display the name of the driver and their national flag on the halo, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.
- 19.3** Each car and each driver's overall must be fitted according to Appendix 2 of these Sporting Regulations.

## **20. TRACK TESTING AND OTHER TRACK ACTIVITIES**

- 20.1** Collective Test days: Unless otherwise stated, collective Test days are open to all competitors entered in the 2025 Castrol Toyota Formula Regional Oceania Trophy and to the official TGRNZ test car/s and their test drivers.

Test Day	Date	Venue	Nearest City
1	Thursday 8 January 2026	Hampton Downs Motorsport Park	Hamilton
2	Thursday 15 January 2026	Taupo International Motorsport Park	Taupo
3	Thursday 22 January 2026	Teretonga Park	Invercargill
4	Thursday 29 January 2026	Highlands Motorsport Park	Cromwell

Any changes to the above schedule will be notified by TGRNZ.

**20.2** Other than any official Testing sessions organised by TGRNZ, no team or driver entered in the Trophy may take part in a test on a track hosting a Trophy Event prior to the event actually occurring.

**20.3** The quota of new and used tyres allowed for the official collective Testing sessions is stated in Article 23.3.

**21. PIT ENTRY, PIT LANE AND PIT EXIT**

**21.1** 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.

**21.2** 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.

**21.3** Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the line at the pit exit with any part of a car when leaving the pits.

Any driver crossing the line at the pit exit during Practice will be given a three-grid place penalty or, during the Race, a penalty under Article 15.3(a) will apply

**21.4** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.

Other than when cars are at the end of the pit lane under Articles 36.3 and 40.6, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

**21.5** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

**21.6** Any driver that is required to start the Race from the pit lane may not drive their car from their team’s designated garage area until the five-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- Starting the engine and any directly related preparation.
- The fitting or removal of permitted cooling and heating devices.
- Changes made for driver comfort.
- Changing of wheels if there is a change of climatic conditions.

**21.7** 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. At all times drivers must follow the directions of the Marshals.

**21.8** Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.

**21.9** Other than in Article 21.5 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in their normal position even when the car is being pushed.

**21.10** All pressurised air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete.

**21.11**

- a) It is the responsibility of the competitor to release their car from their garage or a pit stop position only when it is safe to do so, in accordance with Article 21.7.
- b) If a car is deemed to have been released in an unsafe condition during any Practice session, the Stewards may penalise the competitor as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a Race a penalty under Article 15.3(d) will be imposed on the competitor concerned.
- d) An additional penalty will be imposed on any driver who, as determined by the Stewards, continues to drive a car knowing it to have been released in an unsafe condition.

In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

**21.12** Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each Practice session or Qualifying. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

**21.13** All pit road garage doors must remain open during all Practice sessions and Qualifying.

**21.14** Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the Race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

## **22. SCRUTINEERING AND SPORTING CHECKS**

**22.1** The following documents must be submitted to the administrative checks by each team during initial Scrutineering:

- a) Competitor's and driver's licences and any related documents;
- b) Where applicable, valid authorisation issued by their ASN; and
- c) Medical certificate of aptitude.

**22.2** Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the Chief Medical Officer before the first Practice starts. This information must include the driver name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the Chief Medical Officer immediately. The Chief Medical Officer will decide if such a driver will be admitted to the event.

**22.3** During initial Scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1 above in addition to the car's Logbook (referred to also as a Technical Passport).

**22.4** Unless a waiver is granted by the Stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.

**22.5**

- a) Initial Scrutineering of the car will take place in the garage assigned to each competitor when the Logbook (or Technical Passport) for the car must be available.
- b) In order that Technical Delegate has the required access, all pit lane garage doors must be left open during all Practice and Qualifying sessions.

**22.6** Race numbers and any official advertising must be on the car for inspection during Scrutineering.

**22.7** No car may take part in the Event until it has been approved by the Technical Delegate.

**22.8** The Scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during the Event.

- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

**22.9** Any car which, after being passed by the Technical Delegate, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

**22.10** The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

**22.11** After every Qualifying and Race at least three classified cars will be selected and must undergo technical checking.

**22.12** Checks and Scrutineering shall be carried out by duly appointed Officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

**22.13** The Stewards will publish the findings of the Technical Delegate each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

**22.14** Up to five channels of data from the fastest car from each team, as recorded by the Trophy MoTeC engine management system, will be made available to all Trophy competitors at the completion of each session at each Event including each collective Test session.

### **23. TYRES AND TYRE LIMITATION DURING THE SEASON**

**23.1** Only the dry-weather tyres which have been provided at the Event by the Appointed Supplier may be used throughout the Event.

Competitors may transport wet-weather tyres from one Event to another provided they were allocated to them by the Appointed Supplier at a previous Event of the Trophy.

**23.2** Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

In order to ensure that tyres have not been treated or modified, samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the Supplier's stock. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

**23.3** Dry-weather tyre allocation is contained in the following chart:

Event	Venue	Number of dry-weather tyre sets			
		Testing and Practice	Qualifying and Races	Registered	New
<b>1</b>	Hampton Downs Motorsport Park	1*	2	0	3
<b>2</b>	Taupo International Motorsport Park	4	2	0	3
<b>3</b>	Teretonga Park	4	2	0	3
<b>4</b>	Highlands Motorsport Park	4	2	0	3

\*registered set for Event 1 will be provided by TGRNZ.

**23.4** With the exception of the Races, wet-weather tyres may only be used after the track has been declared wet by the Race Director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

Three(3) sets of new wet tyres may be used at any time during the Trophy. The Technical Delegate 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 an Event to the extent that it is declared

unsafe by the tyre manufacturer's agent, a replacement tyre may be authorised at the discretion of the Technical Delegate.

**23.5** A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the Technical Delegate.

In case of a tyre damaged by an on-track accident, the Technical Delegate may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a Testing and Practice tyre.

**23.6** If an approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the Technical Delegate will paint the race number of the driver as well as a letter characterising the Event.

**23.7** The use of tyres without appropriate identification may result in a grid position penalty or disqualification from the Race.

**23.8** Tyres may only be inflated with air or nitrogen.

**23.9** All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.

At their absolute discretion, the Technical Delegate will enforce Parc Fermé conditions on tyres at any time.

**23.10** The Scrutineers appointed for marking will supervise tyre changes in the pits.

#### **24. MINIMUM CAR WEIGHT AND WEIGHING**

**24.1** The minimum weight of the car, including driver, must be no less than 700kg. The Stewards will confirm the minimum weight via Bulletin ahead of the commencement of competition at Event 1. This figure will take precedence over the Technical Regulations.

**a)** During Qualifying and Races, cars will be weighed as follows:

i) The Organiser will provide an appropriate surface to be used for the weighing procedure. After Qualifying and Races, the weight of the cars may also be checked during Parc Fermé.

ii) Cars will be selected at random to undergo the weighing procedure. The cars selected for weighing will be announced via Race Radio.

iii) Having been signalled that their car has been selected for weighing, the driver will proceed directly to the weighing area and stop their engine.

iv) The car will then be weighed and the result given to the driver.

v) If the car is unable to reach the weighing area under its own power, the Technical Delegate will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the Marshals who will take the car to be weighed.

vi) A car or driver may not leave the weighing area without the consent of the Technical Delegate.

vii) If a car stops on the circuit and the driver leaves the car, they must contact the Technical Delegate immediately on their return in order for their weight to be established.

**b)** After the Race, each car crossing the Line may be weighed.

If a driver wishes to leave their car before it is weighed, they must ask the Technical Delegate to weigh them in order for their weight to be added to that of the car. The Technical Delegate will then tell the driver their weight and, once the driver leaves Parc Fermé, this will be deemed implicit acceptance of the figure.

**c)** The relevant car may be disqualified should its weight be less than that specified in Article 24.1 of the present Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-Race Scrutineering or during the weighing procedure (except by the Technical Delegate when acting in their Official capacity).
- e) Only the Technical Delegate and Officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such Officials.

24.3 In the event of any breach of these provisions for the weighing of cars, the Stewards may drop the driver such number of grid positions as they consider appropriate or exclude them from the Race.

## 25. GENERAL CAR REQUIREMENTS

25.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official Test days and Events.

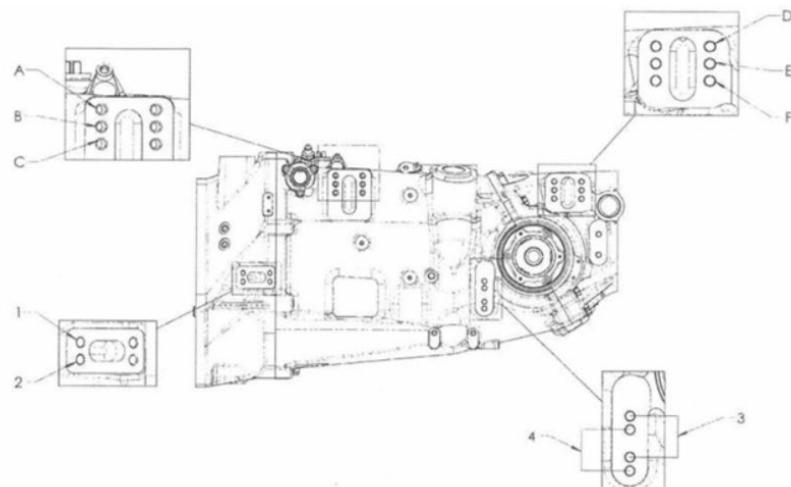
Chassis Homologation No: *available on request from the Category Manager*

Gearbox Homologation No: *available on request from the Category Manager*

Engine installation kit Homologation No: *available on request from the Category Manager*

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations, or except in the case of automobiles adapted for disabled Drivers in possession of a Certificate of adaptations issued by the FIA, or with the written permission of their ASN after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Modifications to the automobile in accordance with the adaptations specified in the Certificate of adaptations are authorised.

25.2 The use of the rear suspension pickup points as shown in the homologation (available on request from the Category Manager) is mandatory.



Pick Up position	RC Height [mm]	Camber derivative [°/10mm]	Anti-squat [%]	Anti-lift [%]
BE14	39.67	0.15	19%	64%

25.3 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.

The use of the ADR installation kit as shown in the Homologation (available on request from the Category Manager) is mandatory.

25.4 Entrants are required to fit an Electronic Self (Timekeeping Transponder) Identification Module, as supplied by TGRNZ, for the purpose of accurate timing, the exact position of which will be advised prior to the Event. These modules will have to be in place and switched on for all Test, Practice, Qualifying, and Races.

25.5 The use of the following engine and gearbox oil is mandatory:

Engine oil: *available on request from the Category Manager*

Gearbox oil: *available on request from the Category Manager*

In order to ensure that the required type of oil is used without modification or additives, samples may be taken from the engine and/or gearbox for analysis and comparison with required type. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

25.6 Only the following set of gear ratios may be used during official Test days and Events:

Gear	Ratio	
1 <sup>st</sup>	16	36
2 <sup>nd</sup>	16	25
3 <sup>rd</sup>	23	29
4 <sup>th</sup>	26	28
5 <sup>th</sup>	26	25
6 <sup>th</sup>	23	20

25.7 Each competitor must maintain in working order (image, data recording and logging) an incident camera on the side of the main roll structure (which side of the roll structure will be specified prior to each Event).

Nothing may obstruct the camera picture, and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be supplied and installed by TGRNZ. It is the competitor's responsibility to ensure that the card is not removed, other than by TGRNZ.

It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Event.

Failure to comply with the above requirements will be reported to the Stewards.

25.8 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A cover over the car in the team's garage overnight.
- g) A cover over the car in the pit lane or grid if it is raining.

25.9 **Wind tunnel testing ban:**

Wind Tunnel Testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a

representation of an Formula Regional car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a Formula Regional car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

## **26. STAFF**

**26.1** No team/competitor entering three cars may have more than thirteen operational staff members at an Event with access to the paddock, the pit garages and the pit lane from the start of preliminary Scrutineering until the end of the last Race of every Event.

If in case of force majeure, the team/competitor enters only two cars, the team may have no more than ten operational staff members at an Event with access to the paddock, the pit garages and the pit lane from the start of preliminary Scrutineering until the end of the last Race of every Event.

If a team competitor enters a fourth car, it may not have more than sixteen operational staff members at an Event with access to the paddock, the pit garages and the pit lane from the start of preliminary Scrutineering until the end of the last Race of every Event.

**26.2** The following ones are not considered as operational staff:

- the staff exclusively for hospitality, team motorhomes, marketing, public relations
- a person whose sole duty is driving the truck/s
- a medical doctor, a physiotherapist, a massage therapist
- a driver manager, a "driver coach"
- the team owner or managing director.

The above non-operational staff will neither be allowed to work on a car entered by the team/competitor nor to make any kind of technical operation (data acquisition, parts repair, parts maintenance, etc.) related to a car entered by the team/competitor.

**26.3** A list of the staff must be submitted to the TGRNZ ten days prior to the first Event using the form in Appendix 3 of these Sporting Regulations. Any staff changes during the Trophy must be notified to TGRNZ as soon as practicable.

**26.4** The team manager must be the team/competitor representative at the briefing and they will also be summoned as the competitor representative by the Officials during an Event of the Trophy. However, the competitor may appoint another representative else than the team manager.

## **27. SPARE CARS**

**27.1** Spare cars are not permitted. However any part of the car may be changed at any time during the Event.

After initial Scrutineering the survival cell may only be changed if the Technical Delegate is satisfied that a change is necessary following accident damage. Any replacement survival cell must be presented to the Technical Delegate for inspection and may have no components pre-fitted to it. Following the change the car must then be re-presented for Scrutineering.

**27.2** The decision whether a car has been repaired or changed will be taken by the Stewards of the Meeting, based upon a report by the Technical Delegate.

**27.3** Any car which has passed initial Scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

## 28. ENGINES AND TURBOCHARGER

28.1 Only engines complying entirely with the following homologation may be used during official Test sessions and Events.

Engine Homologation No: *available on request from the Category Manager*

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the FIA after consultation with the Supplier. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

Each engine must be uniquely identifiable by the serial number and the numbers of the seals listed in the Engine Homologation Document.

28.2 Each car must use the engine provided for the entire Trophy including all Event and Collective Test sessions in which its team competes. Should a car have an engine change, a ten-place grid penalty will be imposed upon him for the next three Races it takes part in.

However, a penalty will not be incurred if the Technical Delegate is satisfied that an engine has been genuinely damaged following an accident on-track or due to failures which are in the sole responsibility of the engine Supplier.

The original engine may be refitted to the car before the start of the following Event without incurring a penalty.

28.3 If an engine is replaced, and the above penalty incurred, the original engine may be refitted without incurring a further penalty provided this is done before the next Event takes place.

28.4 Competitors are allowed to request a turbocharger replacement during or after an Event once per season. However, the turbocharger replacement is only allowed when TGRNZ is satisfied that the turbocharger was operated or is operating out of normal running conditions.

Should a car have any further turbocharger changes, two ten-place grid penalties will be imposed for the next Race it takes part in. The only exception to this is a turbocharger change in line with Article 28.2 or 28.4.

28.5 Other than the straightforward replacement of one engine or turbocharger unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the engine or turbocharger after it has been used for the first time in the Trophy. If a seal is broken, the engine needs to be dyno tested and checked by the engine supplier before it can get resealed.

28.6 An engine or turbocharger will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

28.7 If a driver is replaced at any point during the Trophy the replacement driver must use the same engine and turbocharger which the original driver had been using. In this latest matter, in the event of exceptional circumstances which could cause the necessity to change the engine, and only in these circumstances, the Trophy Organiser reserves the right to review the situation and may give its prior authorization to change it without any penalty.

28.8 Competitors are allowed to request an engine dyno test once per season. The request must be done in writing to the TGRNZ before the end of the last Parc Fermé of an Event and is subsequently sealed by the TGRNZ.

At the end of the Event the engine is then taken to the engine Supplier. If the engine is inside its performance window, it will be returned to the competitor without any changes. If the engine is outside its performance window, the following work may be carried out by the engine Supplier without incurring a penalty:

- a) Repair of damaged parts
- b) Readjustment of the engine
- c) fitting of a new turbocharger

After carrying out all necessary work, the engine must then be dyno tested again. However, if the engine is still outside of the performance window, a new engine will be allocated to the driver. This engine must be in line with Article 28.1.

**28.9** TGRNZ must organise a dyno test for an engine before the start of the Trophy as per the Technical Regulations. The engine is subsequently sealed by TGRNZ.

At the end of the Event the engine is then taken to the engine Supplier. If the engine is inside its performance window, it will be returned to the competitor without incurring a penalty. If the engine is above its performance window the car will be excluded from all relevant sessions.

In any case, dyno tests will be always carried out once per season before the start of the Trophy for all cars as a collective dyno test.

TGRNZ appoints David Gouk Race Engine (DGRE) as the engine tuner responsible for the collective dyno test and sharing these results with TGRNZ.

**28.10** The Technical Delegate may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the Supplier's stock or the check of the complete engine on the test bench.

**28.11** If a driver is replaced at any point during the Trophy the replacement driver must use the engine which the original driver has been using and has the same number of turbocharger changes and engine rebuilds left as the original driver.

## **29. FUEL, FUEL SAMPLING AND REFUELING**

**29.1** Only fuel provided at the Event by the appointed supplier may be used throughout the Event.

All competitors will be provided with the fuel specification in advance of each Event. Any alteration to the specification of the fuel provided by the appointed supplier may result in disqualification from the Event.

**29.2** It must be possible to take a 2-litre sample of fuel from a car at any time during the Event according to the procedure described in these Articles.

**29.3** All cars must be fitted with a self-sealing FIA approved connector which can be used by the Technical Delegate to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.

**29.4** During all refuelling or fuel handling operations:

- a) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
- b) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
- c) During refuelling all other team personnel must keep a safe distance from the car.
- d) All cars, refuelling equipment and containers must be suitably grounded where necessary.
- e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

**29.5** No refuelling, or removal of fuel, is permitted:

- a) During any Test, Practice, Qualifying, or Race.
- b) The Race or at any time prior to the completion of post-Qualifying or post-Race Scrutineering.

Refuelling must comply with the MotorSport New Zealand Code of Practice Fuel.

**29.6** Refuelling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock or garage. The driver must not remain inside the car during refuelling or de-fuelling, and the engine must be stopped.

**29.7** Fuel samples will be taken during the Event as follows:

- a) During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- One container to the Technical Delegate for testing.
- One container to the Organiser.
- One container to the fuel Supplier.

- b) At any time during an Event the Technical Delegate may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- One container to the Technical Delegate for testing.
- One container to the Organiser.
- One container to the competitor.

**29.8** The same method shall be used for oil testing purposes, when applicable.

## **30. GENERAL SAFETY**

**30.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.

**30.2** Drivers are strictly forbidden to drive their car in the opposite direction to the Race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the Marshals.

**30.3** Any driver intending to leave the track or to go to their pit or the paddock area must signal their intention to do so in good time making sure that they can do this without danger.

**30.4** During Practice, Qualifying and the Race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

**30.5** Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

**30.6** If a car stops on the track it shall be the duty of the Marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance received during the Race results in the car re-joining the Stewards may exclude them from the Race (other than under Articles 39.15 or 41.4).

**30.7** A driver who abandons their car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

**30.8** Repairs to a car may be carried out only in the paddock, pits and on the grid.

**30.9** Teams must ensure at least one 60B rated 4.5kg dry powder fire extinguisher **per car** is available at each pit and ensure that they work properly, as per the MotorSport New Zealand Code of Practice – Fuel.

**30.10** Refuelling is not permitted during Testing, Practice, Qualifying or the Race.

**30.11** The replenishment of any liquids is forbidden following the start of the Race until after post-Race Scrutineering. All orifices for oil filling must be designed in such a way that the Technical Delegate can seal them.

**30.12** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.

**30.13** At no time may a car be reversed in the pit lane under its own power.

**30.14** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

**30.15** During the periods commencing five minutes prior to and ending five minutes after every Practice session and the periods between the commencement of the formation lap which immediately precedes each Race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :

- Marshals or other authorised personnel in the execution of their duty.
- Drivers when driving or on foot, having first received permission to do so from a Marshal.
- Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- Team personnel when assisting Marshals to remove a car from the grid after the start of the Race.
- Team personnel working on a car on the grid during a Race suspension in accordance with Article 40.5.

**30.16** During a Race, the engine may only be started with the starter except:

- In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or
- Under Article 36.11.

**30.17** Drivers taking part in Practice sessions and the Races must always wear the clothes and helmet specified in the Code (Appendix L – Chapter III (Appendix 1 of the Formula Regional Sporting Regulations).

**30.18** A speed limit of 40km/h will be enforced in the pit lane. Except in the Race, any driver who exceeds the limit will be fined NZ\$100.00 for each km/h above the limit.

However, in accordance with Article 18.1 the Stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.

During the Race, the Stewards or Race Director may impose either of the penalties under Article 15.3 a) or b) on any driver who exceeds the limit.

**30.19** If a driver has serious mechanical difficulties during a Practice session or the Race they must leave the track as soon as it is safe to do so.

**30.20** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the Race Director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because their rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

**30.21** Only three team members per participating car are allowed in the signalling area during Practice, Qualifying, and Races.

People under 14 years of age are not allowed in the pit lane.

**30.22** Competitors are not permitted to install and/or to use any electric devices or time-recording instruments on the pit wall within 25 meters of the line. Any equipment installed by a competitor on the pit-wall must not protrude from the pit-wall and over the track.

**30.23** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track.

**30.24** The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article. 4).

**30.25** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

## **31. PRACTICE SESSIONS**

**31.1** Three Practice sessions of thirty minutes duration will be available to drivers. The driver may only use their car (which they have entered in the Event) in these sessions.

**31.2** Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all Practice sessions as for the Race.

**31.3** No driver may start in the Race without taking part in at least one Practice session.

**31.4** During all Practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

**31.5** 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 ten minute signal or must be on the pit apron at the three minute signal prior to the pit lane exit opening.

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.

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.

**31.6** In the event of a driving infringement during any Practice session the Stewards may delete a driver's lap time(s), drop the driver such number of grid positions as they consider appropriate or request the driver to start the following Race from the pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

Where appropriate, regard will also be given to the provisions of Article 17.1.

**31.7** Any driver taking part in any Practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 30.6.

**31.8** Should it become necessary to stop any Practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all Marshal posts and the abort lights to be shown at the Line.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place.

At the end of each Practice session no driver may cross the Line more than once.

**31.9** The Race Director may interrupt Practice sessions as often and for as long as they deem necessary to clear the track or to allow the recovery of a car. However, only during Qualifying will the session be extended as a result.

Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

## **32. PRACTICE STARTS**

**32.1** 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.

**32.2** Only one 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.

**32.3** Failure to comply with this Article will be considered a breach of Circuit Regulations and will be referred to the Stewards.

### **33. QUALIFYING SESSIONS**

**33.1** Unless otherwise provided for, at Event 1, 2 and 3, there will be two Qualifying sessions of fifteen minutes duration. At Event 4 there will be one Qualifying session which will be run as follows:

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

<b>Number of cars eligible to take part in the Event</b>	<b>Number of cars admitted in Q2</b>	<b>Number of cars admitted in Q3</b>
22	15	8
21	15	8
20	14	8
19	14	8
18	13	8
17	13	8
16	12	8

**33.2** If it is necessary to red flag a Qualifying session, drivers must immediately reduce speed and return to pit lane. The Qualifying session will restart once the track is clear, as determined by the Race Director. Where a Qualifying session is stopped, the Race Director may add up to an additional ten minutes to the Qualifying session time. Once the Qualifying session time and any additional time has elapsed, the session will end. Should the red flag be displayed with less than two minutes remaining, the Race Director may decide not to restart the session.

Any driver which the Stewards determine to be the sole cause of the issuance of a red flag during a Qualifying session will be moved back three grid positions. In the event of more than one driver being given a penalty under this clause, then each of these drivers will move back three grid positions regardless of the order the stoppages occurred.

For Event 4 only, any driver which the Stewards determine to be the sole cause of the issuance of a red flag during Q1 will be moved back three grid positions for Race 1, and if during Q2 or Q3 that driver will be moved back three grid positions for Race 3.

### **34. THE GRID**

**34.1** At the end of Qualifying the fastest time achieved by each driver will be officially published. Should two or more drivers have identical times, priority will be given to the one who set it first.

**34.2** Grids will be published at least one hour before the start of the relevant formation lap.

Any driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed thirty minutes before the start of the formation lap.

**34.3 Starting Positions:**

**34.3.1** For Events 1, 2 and 3 starting positions shall be determined as follows:

- a) Grid for Race 1 will be the fastest lap achieved in Q1.
- b) Grid for Race 2 will be the reversed top eight drivers in Race 1 results.
- c) Grid for Race 3 will be determined by the combined fastest lap gained by the driver in Races 1 and 2 at that Event, with the fastest driver to the front.

In the case of equal combined times at that Event:

- i) The fastest lap recorded by the tied drivers in Qualifying will be used to allocate the higher position.
- ii) If this does not break the tie then the driver who recorded the faster time in Qualifying first will start ahead.
- iii) If no lap time is recorded in either Race 1 and/or Race 2, or if the recorded lap time is over 107% of the fastest lap time, the slowest of the fastest lap times recorded by the drivers (including non-finishers and disqualified drivers) for the Race in which the driver does not have a lap time recorded will be used, and a tenth of a second (0:00.100) will be added to the slowest lap time to determine the driver's combined time and grid position.
- iv) Grid for Race 4 will be fastest lap achieved in Q2.

**34.3.2** For Event 4:

- a) Grid for Race 1 will be the fastest lap achieved in Q1.
- b) Grid for Race 2 will be the reversed top eight drivers in Race 1 results.
- c) Grid for Race 3 will be drawn up as follows:
  - i) The last four positions will be occupied by the cars eliminated during Q1, the fastest in 13<sup>th</sup> position.
  - ii) The next four positions will be occupied by the cars eliminated during Q2, the fastest in 9<sup>th</sup> 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 cars are entered in the Event, appropriate amendments will be made to the above in accordance with Article 33.1(iv).

**34.4** Any driver whose best Qualifying lap exceeds 110% of the pole position 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, upon request, 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 driver accepted in this manner they will be arranged on the grid in the order in which they were classified in Practice.

**35. MEETINGS**

**35.1** A meeting chaired by the Race Director will take place on the first day of Practice at a location to be advised, all drivers entered for the Event and their team managers must be present.

## 36. STARTING PROCEDURE

36.1 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 ten minute signal or must be on the pit apron at the three minute signal prior to the pit lane exit opening.

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.

36.2 Either of the following procedures may be used and will be listed in the Schedule of Events:

a) Twenty-five minutes before the start of the formation lap, the pit exit will be opened and cars will be permitted to leave the pit lane to cover one reconnaissance lap. At the end of this lap, drivers will stop on the grid in starting order with their engines stopped; or

b) Ten minutes before the start of the formation lap, the pit exit will be opened and cars will be permitted to leave the pit lane to cover one reconnaissance lap. At the end of this lap, drivers will stop on the grid in starting order with their engines stopped.

Any car which does not complete one reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the Race from the grid.

36.3 Pit Lane exit will close two minutes after the first Car is released on its reconnaissance lap. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected, they must line up in the order in which they Qualified.

All such cars may then join the Race once the entire field has passed the end of the pit lane for the first time after the Race start.

36.4 The approach of the Race start will be announced by signals shown ten minutes, five minutes, three minutes, two minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five minute signal sounds, everybody except drivers, Officials, and team technical staff must leave the grid.

36.5 When the three minute signal sounds all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a Race suspension.

A penalty under Article 15.3(b) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

36.6 When the two minute signal sounds, all personnel, except drivers, are to leave the grid. One battery person per car is permitted to remain on the grid.

36.7 When the one minute signal sounds, engines should be started and all team personnel must leave the grid by the time the fifteen second signal sounds taking all equipment with them. If any driver needs assistance after the fifteen second signal they must raise both of their hands and, when the remainder of the cars able to do so have left the grid, Marshals will be instructed to push the car into the pit lane. In this case, Marshals with yellow flags will stand beside any car/s concerned to warn drivers behind. No further work on the car is permitted.

If any team personnel or team equipment remain on the grid after the fifteen second signal sounds, the driver of the car concerned must start the Race from the pit lane. A penalty will be imposed on any driver who fails to start the race from the pit lane.

36.8 When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

36.9 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

**36.10** During the formation lap, drivers will be permitted to lose traction at the driving wheels prior to a point nominated by the Race Director, however drivers are not permitted to stop on the circuit at any time and any reduction in speed must be done safely.

**36.11** 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 for the formation lap and only resume their correct position when forming up on the grid. However, if the driver is not able to start their car and leave prior to the last car passing them, they must start from the rear of the grid.

Any driver who is unable to start the formation lap prior to the last car passing them must signal by raising both of their hands above their head. After all other cars have commenced their formation lap, the affected car's battery person or a TGRNZ representative may attempt to restart the engine under the supervision of the Marshals. The driver may then start the formation lap but is forbidden to pass any other moving car and must start from the rear of the grid.

Once the last car able to do so has left the grid and passed the pit exit, any car/s that are required to start from the pit lane may also join the formation lap. At the end of the formation lap these driver/s must return to pit lane and start the Race from pit exit when signalled to do so.

If the car will not restart after an attempt has been made by the battery person or TGRNZ representative to restart the engine, the Marshals will be instructed to push any car/s which remain on the grid into the pit lane by the fastest route immediately after cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the Marshals.

If a driver is unable to make the start of a Race that they have Qualified for, they are permitted to join the Race at any time during the first 25% of the scheduled Race distance.

**36.12** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

The entire front wing structure of the car must be behind the front line of the grid box. It is permissible for drivers to reverse to achieve this.

There will be a standing start, the signal being given by means of lights activated by the permanent starter.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the Race will be started by extinguishing all red lights.

**36.13** Unless specifically authorised by the Race Director, during the start of a Race the pit wall must be kept free of all persons, with the exception of Officials and Fire Marshals.

**36.14** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:

a) If a car develops a problem that could endanger the start, the driver must immediately raise both of their hands above their head. If the Race Director decides the start should be aborted, the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved, their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens the Race will be shortened by one lap.

- b) If another problem arises which does not require the start to be delayed (see c) below), drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted and is subsequently able to start the extra formation lap, must enter the pit lane at the end of the lap and start the Race as specified in Article 36.3. A penalty will be imposed on any driver who fails to start the Race from the pit lane.
- c) If any other problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:
  - i) If the Race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped, and the new formation lap will start five minutes later. The next signal will be the three minute signal.
 

Tyre changing on the grid is not permitted during such a delay.

Every time this happens the Race will be shortened by one lap.
  - ii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the Marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
  - iii) Once the car is in the pit lane their mechanics may attempt to start it, and if successful, the driver may re-join the Race. The driver and mechanics must follow the instructions of the Marshals at all times during such a procedure.

**36.15** Should Article 36.14 apply, the Race will nevertheless count for the Trophy no matter how often the procedure is repeated, or how much the Race is shortened as a result.

**36.16** Either of the penalties under Articles 15.3 (a), (b), (c) or (d) will be imposed for a false start.

**36.17** Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five minute signal but before the Race is started and the Race Director determines that teams must change to wet-specification tyres the abort lights will be shown on the start line, the cars will follow the Safety Car to return to pit lane to change to wet-specification tyres, and the starting procedure will begin again at the ten minute point.
- b) If the start of the Race is imminent and the Race Director determines that the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be communicated via Race Radio. Once the start time is known at least ten minutes warning will be given.
- c) If the Race is started behind the Safety Car, Article 39.15 will apply.

**36.18** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the disqualification of the car and driver concerned from the Event.

## **37. THE RACES**

**37.1** During a Race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A Marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

## **38. PUSH-TO-PASS**

**38.1** The Push-to-Pass is a system which allows a driver to trigger additional engine performance for a period of time when activated by pressing the button.

**38.2** Only the standard Push-to-Pass device provided by TGRNZ is allowed. Any other device is forbidden.

**38.3** The correct operation of the system in the car, as per the table below, is the sole responsibility of the competitor.

Collective Testing	The activation is allowed.
Practice Sessions	The activation is not allowed.
Qualifying	The activation is not allowed.
Events 1-3 (Races 1, 2 & 3) and Event 4 (Race 1 & 2)	From the moment the Push-to-Pass mode is on until the chequered flag, the driver is allowed to enable the Push-to-Pass button only six times and only a maximum of ten seconds is allowed per push, with a stand down of 100 seconds.
Events 1-3 (Race 4) and Event 4 (Race 3)	From the moment the Push-to-Pass mode is on until the chequered flag, the driver is allowed to enable the Push-to-Pass button only eight times and only a maximum of ten seconds is allowed per push, with a stand down of 100 seconds.

**38.4 Limited use of the Push-to-Pass:**

- a) For safety reasons, all drivers are not allowed to enable the Push-to-Pass:
  - i. Before reaching the start of their second lap.
  - ii. When the Safety Car is deployed. After a Safety Car procedure during a Race, the Push-to-Pass button must not be pushed again before the driver has crossed the start/finish line for the second time after the withdrawal of the Safety Car.
  - iii. When a Race is resumed behind the Safety Car, the Push-to-Pass button may not be pushed again before the driver has crossed the start/finish line for the second time after the withdrawal of the Safety Car.
- b) If a Testing session or Race is declared wet the Push-to-Pass will be disabled and drivers are not permitted to enable Push-to-Pass.
- c) The Race Director may, at their absolute discretion, disable the use of the Push-to-Pass system.

**38.6 The penalty to be applied in the event of an infringement will be decided at the discretion of the Stewards.**

**39. SAFETY CAR**

**39.1** The Safety Car will be driven by a MotorSport New Zealand approved driver and observer capable of recognising all the competing cars who is in permanent radio contact with Race Control.

**39.2** The Safety Car may be brought into operation to neutralise a Race upon the order of the Race Director.

It will be used only if competitors or Officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the Race.

**39.3** When the order is given to deploy the Safety Car the message "SAFETY CAR DEPLOYED" will, where possible, be announced via Race Radio and all Marshal posts will display a yellow signal and "SC" boards for the duration of the intervention.

**39.4** No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the Safety Car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

**39.5** The Safety Car will join the track with its orange lights illuminated and will do so regardless of where the Race leader is.

**39.6** All competing cars must reduce speed and form up in line behind the Safety Car no more than ten car lengths apart.

**39.7** With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the Safety Car, until they pass the first Line for the first time when the Safety Car is returning to the pits. However, if the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 39.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the Safety Car.
- b) Under Articles 39.12 or 39.15 below.
- c) When entering the pits a driver may pass another car remaining on the track, including the Safety Car, after they have reached the pit deceleration zone.
- d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before they reach the end of the separation line.
- e) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- f) Any car stopping in its designated garage area whilst the Safety Car is using the pit lane (see Article 39.11 below) may be overtaken.
- g) If any car slows with an obvious problem.

**39.8** When ordered to do so by the Race Director the observer in the Safety Car will use a green light to signal to any cars between it and the Race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

**39.9** The Safety Car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the Safety Car, the Race leader must keep within ten car lengths of it (except under Article 39.12 below).

**39.10** Under certain circumstances the Race Director may ask the Safety Car to use the pit lane. In these cases, and provided its orange 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 garage area.

**39.11** When the Race Director decides it is safe to call in the Safety Car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's orange lights will be extinguished which is the signal to the teams and drivers that it will be entering the pit lane at the end of that lap. From that moment:

- 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.
- 4) At the appropriate time the Race Director will issue an instruction via Race Radio, after which:
  - i) The leader controls the pace.
  - ii) Cars are to maintain single file, line astern.
  - iii) 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.

**39.12** As the Safety Car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the Race, replaced by waved green flags with green lights at the Line. When the signal to start is given, drivers must maintain single file, line astern until the front of their car has crossed the Safety Car control line, where they are then permitted to overtake.

**39.13** Each lap completed while the Safety Car is deployed will be counted as a Race lap.

**39.14** If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars are to drive in line astern over the start/finish line maintaining the speed held whilst behind the Safety Car and take the chequered flag as normal without overtaking.

**39.15** Under certain circumstances the Race may be started behind the Safety Car or resumed in accordance with Article 41.5(a).

When the green lights are illuminated the Safety Car will leave the grid and all drivers must follow in grid order, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a Race start there will be no formation lap and Race will start when the green lights are illuminated.

Overtaking is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the Race was started.

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.

## **40. SUSPENDING A RACE**

**40.1** If competitors or Officials are placed in immediate physical danger by cars running on the track, and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the Safety Car, the Race will be suspended.

**40.2** Should it become necessary to suspend the Race, the Race Director will order red flags to be shown at all Marshal posts and the abort lights to be shown at the Line.

**40.3** When the signal is given overtaking is forbidden, the pit exit will be closed, and cars must proceed slowly to the red flag control line and line up in a single line in the order they arrive.

If the race is suspended during a Safety Car intervention, the Safety Car will proceed to the red flag control line, and cars must stop in a line behind the Safety Car.

Once the cars have returned to the red flag control line, in addition to the driver, one team member per car will be permitted on the grid upon the approval of the Race Director.

**40.4** Any cars unable to return to the red flag control line as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the Race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the Race.

**40.5** Cars remaining on the track will be under Parc Fermé conditions and as such, intervention of any nature is prohibited unless approved by the Race Director.

- 1) For those cars who choose to enter the pit lane, or are already in the 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.

**40.6** All cars in the pit lane will be permitted to leave the pits once the Race has been resumed and, subject to the above, any car intending to resume the Race from the pit exit may do so in the order they got there under their own power, except cars under conditions of Article 41.5, unless another car was unduly delayed.

At all times drivers must follow the directions of the Marshals.

## **41. RESUMING A RACE**

**41.1** The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via Race Radio where possible, in all cases at least ten minutes warning will be given.

**41.2** Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

**41.3** When the three minute signal sounds all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further Race suspension. If the Race has been suspended in the pit lane (see Article 40.5) all cars in the fast lane must have their wheels fitted at the three minute signal.

A penalty under Article 15.3(b) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

At the three minute signal any cars between the Safety Car and the leader will start their engines and at the two minute point these cars will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

**41.4** When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the fifteen second signal is given taking all equipment with them. If any driver needs assistance after the fifteen second signal they must raise both of their hands and, when the remainder of the cars able to do so have left the grid, a car may be push started, but only if approval has been given by a TGRNZ official, or Marshals will be instructed to push the car into the pit lane. In this case, Marshals with yellow flags will stand beside any car/s concerned to warn drivers behind.

**41.5** The Race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:

- The Race is being resumed in wet conditions and the Race Director deems more than one lap necessary, in which case see Article 39.15.
- All cars are not yet in a line behind the Safety Car.
- Team personnel are still clearing the grid.
- A further incident occurs necessitating another intervention.

When the green lights are illuminated the Safety Car will leave the grid and all drivers must follow, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. Soon after the last car in line behind the Safety Car passes the end of the pit lane (including any cars which were waved off under Article 41.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

**41.6** Overtaking behind the Safety Car is only permitted if:

- A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field; or
- There is more than one car starting from the pit lane and one of them is unduly delayed.

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. In either case drivers may only overtake to re-establish the order before the Race was suspended or the order the cars at the pit exit were in when the Race was resumed.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first Safety Car line, must enter the pit lane and may only re-join the Race once the whole field has passed the end of the pit lane.

**41.7** Either of the penalties under Article 15.3a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 39.12, 39.13, 39.14 and 39.15 will apply.

**41.8** Where 75% of the scheduled laps have been completed the Race may be concluded at the sole discretion of the Race Director and there will be no restart.

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 two laps have been completed. If less than two laps have been completed, the Race shall be abandoned without a result.

If a Race is suspended under Article 40, 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.

## **42. CHANGE OF DRIVER/CAR**

- 42.1** It is permissible up to thirty 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:
  - 42.2** The car is eligible for the Event.
  - 42.3** The driver has entered the Event.
  - 42.4** 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.
  - 42.5** If the driver has qualified the car then that time will be used to determine a grid position as appropriate by the Race Director.
  - 42.6** If the category has Event marked tyres then these are also to be transferred to the car.
  - 42.7** The driver's transponder is also to be transferred to the car.

## **43. FINISH**

- 43.1** The end-of-Race signal will be given at the Line as soon as the leading car has covered the full Race distance in accordance with Article 5.6.
- 43.2** Should for any reason the end-of-Race signal be given before the leading car completes the scheduled number of laps, the Race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-Race signal be delayed for any reason, the Race will be deemed to have finished when it should have finished.
- 43.3** After receiving the end-of-Race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc Fermé.

## **44. PARC FERMÉ**

- 44.1** Only those Officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by the Technical Delegate, except for one mechanic to take tyre pressures and place a blower on the car, following which the mechanic must leave the Parc Fermé.
- 44.2** When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.
- 44.3** At the conclusion of any Qualifying session or Race, drivers, upon directive from Trophy personnel, are required to drive their car directly (without any pit crew intervention at all) from the track to the designated Parc Fermé. Any cars directed to a finish podium also remain under Parc Fermé Regulations.

## **45. CLASSIFICATION**

- 45.1** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 45.2** Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

**45.3** The official classification will be published after the Race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

**46. PODIUM CEREMONY**

**46.1** The drivers finishing the Races in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions and a representative of the winning team must attend the prize giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference in the media centre.

**47. PRESS CONFERENCES AND PROMOTION**

**47.1** Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by TGRNZ. The following obligations must in addition be respected:

- 1) Immediately after Qualification and/or prize giving the first three classified drivers of the Race are required to make themselves available for a press conference (at a location specified in the Event Supplementary Regulations). All of these three drivers are obliged to attend this press conference.
- 2) The drivers must wear their closed overalls and designated caps during the press conferences.

**47.2** Drivers must take part in any promotional activity requested by TGRNZ such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-Race parades.

The drivers, competitors and manufacturers give the right to TGRNZ to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Trophy.

Use of the Trophy logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from TGRNZ.

## APPENDIX 1 - DRIVER'S SAFETY KIT

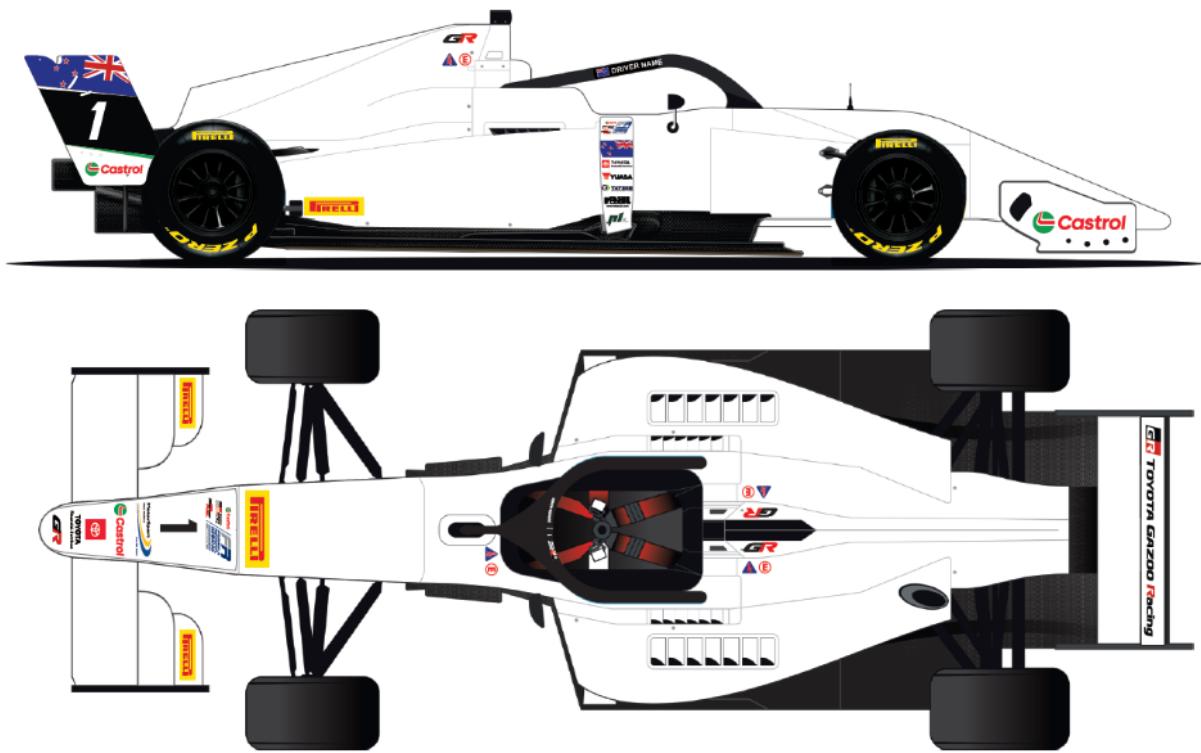
SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8860-2018- <b>ABP</b>	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA standard 8856-2018	Article 2 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L – ISC  Note: 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 Officials in case of difficulties.
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA standard 8853-2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L – ISC  <u>Article 14.4 of 274 Appendix J</u>

## APPENDIX 2 – FORMULA REGIONAL BRAND GUIDELINES

### Vehicle Identification and required advertising:

- a) Competitors shall display in unaltered form on the outside of their cars such Series Sponsors and TGRNZ stickers and/or decals as TGRNZ may supply.
- b) Below is a description of the car identification to be supplied by TGRNZ.

SERIES AND EVENT SPONSOR RESERVED AREAS	
LOCATION	DETAILS ( <i>current decals in red – subject to change</i> )
Nose box	Entire area reserved. <ul style="list-style-type: none"> <li>• Competition number</li> <li>• Series Sponsor decals</li> </ul>
Front wing upper flaps	Entire areas reserved. <ul style="list-style-type: none"> <li>• Series Sponsor</li> </ul>
Camera pod	Entire area reserved. <ul style="list-style-type: none"> <li>• Series Sponsor decal</li> </ul>
Front wing end plates	Entire outside of end plate reserved. <ul style="list-style-type: none"> <li>• Series Sponsor decal</li> </ul>
Rear wing end plates	Entire outside and inside of plates reserved. <ul style="list-style-type: none"> <li>• Competition number</li> <li>• Series Sponsor decal</li> <li>• Country flag</li> </ul>
Sidepod wings	Entire outside plates reserved. <ul style="list-style-type: none"> <li>• Series Sponsor decal</li> </ul>
Sidepod	Left and right bottom rear corners (280mm x 150mm). <ul style="list-style-type: none"> <li>• Series Sponsor decal</li> </ul>
Halo	Entire outside reserved. <ul style="list-style-type: none"> <li>• Country flag and competitor name</li> </ul> Entire inside reserved. <ul style="list-style-type: none"> <li>• Country flag and competitor name</li> <li>• Series Sponsor decal</li> </ul>
Roll bar/top of engine cover area	200mm high, positioned from roll bar/top of engine cover tapering back. <ul style="list-style-type: none"> <li>• Series Sponsor decal</li> </ul>
Rear wing	Top rear flap (both sides). <ul style="list-style-type: none"> <li>• Series decal</li> </ul>



No car, driver, or entrant will be permitted to display any advertising whatsoever pertaining to a motor vehicle manufacturer other than Toyota without the express written permission of TGRNZ.

- c) All competitor advertising (i.e. names, trademarks or logos) shall pertain to the applicable company and or product and shall be displayed on the car in a professional manner. The display of logos that conflict with any Series Sponsor is prohibited without the express written permission of TGRNZ.
- d) All drivers must attach a Series Sponsor's identification cloth badge as supplied;
  - a. To the front facing outside of the velcro neck tab of their race suits to be in view at all times when the race suit is closed at the neck (approximately 50mm x 40mm).
  - b. To the upper front chest area on the left side of their race suits (approximately 100mm x 40mm).
  - c. To the upper front chest area on the right side of their race suits (approximately 80mm in length).



**APPENDIX 3 – STAFF DECLARATION**

**TEAM STAFF DECLARATION**

in accordance with Article 26.3 of the 2026 CTFROT Sporting Regulations

<b>Team:</b>	<b>Competition:</b>
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**Section 1: Operational staff**

<b>Nº</b>	<b>Name</b>	<b>Position in organisation</b>	<b>Count</b>	<b>Notes</b>
1			1	
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	
12			1	
13			1	
14			1	
15			1	
16			1	

**TOTAL:** \_\_\_\_\_

**Section 2: Non-Operational staff**

<b>Nº</b>	<b>Name</b>	<b>Position in organisation</b>	<b>Count</b>	<b>Notes</b>
1			1	
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	
12			1	
13			1	
14			1	
15			1	

**TOTAL:** \_\_\_\_\_

**For the avoidance of doubt it must be clear that except for drivers, Non-Operational staff in order to be considered as such should not be associated with, or attending:**

- any mechanical operation of the cars;
- any engineering operation of the cars;
- any conversation with Race Director and Officials;
- any Sporting and Technical meetings; and/or
- the summoning of drivers or team managers to the Stewards.