

## **SPORTING REGULATIONS GOVERNING THE 2026 RODIN CARS FORMULA FORD CHALLENGE**

### **PREAMBLE**

MotorSport New Zealand Inc declares the following Regulations to be those governing competition for Drivers and Entrants in the 2026 Rodin Cars Formula Ford Challenge to be held as part of the 2026 ITM Christchurch Super 440 on 16-19 April 2026 at Euromarque Motorsport Park.

**The event is held under MotorSport New Zealand Sanctioning Permit No: 269006**

The 2026 Rodin Cars Formula Ford Challenge is organised and held in accordance with the current MotorSport New Zealand National Sporting Code and its appropriate Appendices and Schedules, the Standing Regulations applicable to all Races (Schedule Z), these Sporting Regulations, the Technical Regulations – Schedule F, the Supplementary Regulations applicable to the National Permit (for the support categories) for this event as issued by MotorSport New Zealand, and the Race Director's Written Drivers' Briefing.

### **OFFICIAL RECORD OF AMENDMENTS**

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

This table records all official Amendments issued relative to these Regulations;

<b>Amendment Number</b>	<b>Issue/Effective Date</b>	<b>Article Reference</b>	<b>Subject/Notes</b>

## 1. **INTERPRETATIONS**

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

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

**"Challenge"** means the 2026 Rodin Cars Formula Ford Challenge for vehicles complying with Schedule F, to which these Sporting Regulations apply.

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

**"NIFF"** means North Island Formula Ford Inc.

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

**"(the) Scrutineer"** means the MotorSport New Zealand licenced official Scrutineer appointed to this Challenge.

**"SIFF"** means the South Island Formula Ford Club Inc.

## 2. **ELIGIBILITY**

### 2.1 **DRIVER ELIGIBILITY:**

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

Note: Under the provisions of the Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both Motorsport Australia General Competition Licences and Trans-Tasman Visas may enter and be eligible for awards.

2.1.2 Foreign participants may compete in accordance with National Sporting Code Appendix One, Schedule L, Article 6.1.

2.1.3 All Drivers must be financial members of North Island Formula Ford Inc or South Island Formula Ford Club Inc.

### 2.2 **VEHICLE ELIGIBILITY:**

2.2.1 Eligibility must be for Class One, Class Two and Class Three Formula Ford cars complying with the specifications set out in Schedule F.

2.2.2 **Classes:** There are three(3) classes as follows:

- (1) **Class One:** cars manufactured after 31 December 1999 and complying with the current Schedule F Technical Regulations for Class One cars, and all models of the Van Diemen Stealth, irrespective of their year of production or any modifications made.
- (2) **Class Two Legends:** cars manufactured after 31 December 1989 and prior to 1 January 2000 and complying with the current Schedule F Technical Regulations for Class Two cars.

- (3) **Class Three Legends:** cars manufactured prior to 31 December 1989 and complying with the current Schedule F Technical Regulations for Class Three cars.

**Note:** Historic Formula Ford vehicles compliant with Schedule F, and/or National Sporting Code Schedule AA and Schedule K may be invited by the Challenge Coordinator to compete at this event. Any such competitor shall not be eligible for Overall or Class points and shall be ignored for the purposes of calculating Overall and Class Points. Historic Formula Fords are required to qualify within 107% of the fastest Qualifying time in order to compete in the remainder of the event. The Race Director, in conjunction with the Challenge Coordinator, may exercise discretion in specific instances.

- 2.2.3** If a Driver changes a vehicle during the event, they must immediately inform the Challenge Coordinator.
- (1) If the replacement vehicle remains in the same class, then points shall carry over.
  - (2) If the replacement vehicle does not remain in the same class, then points will not carry over.
- 2.2.4** All Drivers/Entrants agree to submit their vehicle for eligibility/safety scrutineering when required by the Scrutineer for compliance to; Schedule F and Appendix Two, Schedule A. This will commence on Thursday of the event.
- 2.2.5** Where it is deemed necessary that a technical inspection needs to be carried out off-site and after the event, associated costs shall be met by the Driver/Entrant. Where the appointed Scrutineer is unable to be present, the technical inspection will be performed by a MotorSport New Zealand-appointed and licenced Technical Officer local to the Driver/Entrant.
- 2.3** There is no limit to the number of engines used during this Challenge.
- (a) All engines to be used must be presented for sealing (type “C” seal) as per the requirements of Schedule F, Article 3. All presented engines will be identified by a serial number allocated to the Driver/Entrant and/or Chassis.
  - (b) Only officially sealed engines must be used for Qualifying and Race sessions during the Challenge.
- 2.3.1** All officially sealed engines and components used during the Challenge must be presented at the conclusion of the event for technical inspection if they have not already been inspected beforehand as described in Article 2.2.4. Failure to do so will result in disqualification from the event.
- 2.4** Decals and advertising for the Event Sponsor shall be attached to all competing vehicles as detailed in Appendix 1.

Note: The Challenge Coordinator may permit variation of decal location for individual vehicles upon application in writing to the Challenge Coordinator, which will be responded to in writing.

### **3. CHALLENGE PERSONNEL**

- 3.1** For this Challenge the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

- 3.1.1 Challenge Coordinator:** Ian Barlow  
**Phone:** 027 766 4420  
**Email:** [ibarlow84nz@gmail.com](mailto:ibarlow84nz@gmail.com)

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

- (a) Deal with all administrative matters pertaining to the Challenge;
- (b) Record and publish the points schedules;
- (c) Liaise with Motorsport New Zealand on matters pertaining to the Challenge;
- (d) Ensure correct placement of decals on competing vehicles;
- (e) Liaise with Event Officials on any sporting aspect for the Challenge;
- (f) Keeping a record of all results and publish as required; and
- (g) Ensure the winners attend presentations.

Also, may be required to:

- (a) Attend coordination meetings at Event; and
- (b) Attend Stewards meetings at Event.

**3.1.1.1** All correspondence shall be addressed to the Challenge Coordinator.

**3.1.2 Race Director:** Blair Thorpe  
**Phone:** 027 318 3191  
**Email:** [blairthorpe@outlook.co.nz](mailto:blairthorpe@outlook.co.nz)

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

- (a) Ensuring compliance with MotorSport New Zealand National Sporting Code and its addendums, and this Schedule;
- (b) Undertaking duties and authorities outlined in National Sporting Code Articles 78 and 79;
- (c) Conducting Race Director briefing sessions;
- (d) Liaising with the Challenge Coordinator regarding promotional activities;
- (e) Conducting any Inquiries necessary to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the event;
- (f) Being a Starting Judge;
- (g) Being a Finishing Judge; and
- (h) Being a Judge of Fact (yellow flags redressing).

**3.1.3 Scrutineer:** Ron McMillan  
**Phone:** 021 931 765  
**Email:** [ronroadrace@gmail.com](mailto:ronroadrace@gmail.com)

Who shall have the authority of a Scrutineer as set out in the National Sporting Code and who is responsible for and authorised by MotorSport New Zealand to deal with all technical matters pertaining to the event including the following duties and procedures:

- (a) Undertake safety audits including management of vehicle logbooks where a Driver/Entrant may be requested that any component or vehicle is presented for any required technical inspections, to confirm compliance with all applicable

regulations set out in Schedule F and Schedule A.

These inspections may be carried out at any time from the scheduled pack in, at the Scrutineer's sole discretion, including any time the vehicle is stopped within pit lane;

- (b) Affix seals and impound components or vehicles as required, and have them remain under their direct control until the completion of any required inspections;
- (c) Undertake technical eligibility checking;
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures, and will have complete discretion on reporting a non-compliance where inadvertent on-track failure or damage can be quantifiably attributed as a cause. Where this is not the case, the matter shall be reported to the Race Director;
- (e) Undertake the duties of a Tyre Judge (NSC 86(1)(f));
- (f) The Scrutineer shall only use checking equipment of a type or types approved by MotorSport New Zealand as detailed in NSC Article 84(2);
- (g) Liaise with Race Director on any scrutineering or technical conformity issue for the Category;
- (h) Report to the Race Director prior to the Challenge commencing their proposed technical checking programs and subsequent results prior to the final Stewards meeting; and
  - (1) Should the Scrutineer decide that the technical inspection(s) will be required to be completed at another time or location, other than from the Parc Ferme area of the event, they will advise the Race Director and will apply any relevant seals or markings, as specified under National Sporting Code Schedule F, or Appendix Two, Schedule A, that they deem sufficient to ensure the components required for inspection will remain sealed until presented for inspection at a later time/date and location that will be advised in writing.
- (i) Inspection of any damaged vehicle that requires recovery must comply with National Sporting Code Schedule A, Part One Article 3.4(8), by presenting their vehicle and logbook to the Scrutineer who may inspect the vehicle;
- (j) Assist competitors with technical enquiries relative to the Technical Regulations applicable to their vehicle. This does not include the vehicle Safety Audit when required; and
- (k) Keep the Race Director informed of any matters relating to the technical management of the event.
- (l) All Technical correspondence shall be addressed to the Scrutineer.

**3.1.4 Assistant Scrutineer:**

**Phone:**

**Email:**

Daniel Cresswell

029 456 2102

[danielcresswell75@gmail.com](mailto:danielcresswell75@gmail.com)

- (a) Who shall have the authority of a Scrutineer set out in the National Sporting Code;
- (b) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and

- (c) Undertake the duties of a Tyre Judge (NSC 86(1)(f)).

#### **4. CHALLENGE ENTRY**

**4.1.1** Entry into the Challenge shall be made using the method prescribed by the Challenge Coordinator as below:

(a) Pay the entry fee where:

- (i) The full payment of \$2,250.00 is payable by April 9, 2026.
- (ii) Any entry will not be deemed valid until payment is received in full by April 9, 2026.
- (iii) No refunds will be given.

**4.1.2** The entry fee shall be payable to:

Account name:	North Island Formula Ford
Account number:	12 3488 0030986 00
Reference:	[Driver name]

**4.1.2.1** The Challenge Coordinator may consider the acceptance of a late entry provided that the entry is lodged in full conformity with entry requirements.

**4.1.3** The Challenge Coordinator reserves the right to accept or decline entry into the Challenge in accordance with NSC 25.

**4.2** By entering the Challenge, all Drivers/Entrants:

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

**4.3** Only the official race number registered with the 2026 New Zealand Formula Ford Championship Race Number register may be used. The North Island Series Coordinator manages this register. No duplication of race numbers is permitted.

**4.4** Historic Formula Ford Vehicles are invited to enter this Challenge as per Article 2.2.2

**5.** N/A

#### **6. CHALLENGE FORMAT**

**6.1** Transponders must be fitted and operational in all Practice, Qualifying and Race Sessions.

**6.2** **Practice:** One Official Practice session is scheduled for Friday 17 April as per the Event Supplementary Regulations.

- 6.3** Practice starts during any Practice session are permitted only at the pit exit speed de-restriction line provided that any vehicle that is following is not delayed or hindered at any time.
- 6.4** **Qualifying:** One Qualifying session of 20-minutes duration is scheduled for Friday 17 April as per the Event Supplementary Regulations.
- 6.4.1** Vehicles will assemble at the Assembly Area for Qualifying in any order or as directed by the Challenge Coordinator.
- 6.4.2** Practice starts when initially leaving pit exit during Qualifying are not permitted. It is permitted to do a practice start on any subsequent leaving the pits at the pit exit speed de-restriction line provided that any vehicle that is following is not delayed or hindered at any time.
- 6.5** **Race lengths:** Four 20-minute (Time Certain) Races comprise this Challenge, as per the Event Supplementary Regulations.
- 6.6** The Race Director, and/or the Stewards of the Meeting, following consultation with the Challenge Coordinator (where practicable), reserves the right to shorten and/or cancel races in the case of force majeure.
- 6.7** **Assembly and Formation:**
- (1) Vehicles will form up at the Assembly Area in starting order.
  - (2) Practice starts leaving pit exit and prior to the commencement of each Race are not permitted.
  - (3) Upon vehicles being released from pit exit, the Driver occupying pole position shall set the pace for the entire field. All Drivers should maintain a close but safe distance to the vehicle in front.
- Note: As the field approaches the final corner before reaching the starting grid all vehicles shall reduce speed. It is requested that all Drivers form into single file, line astern, and maintain this formation until they approach their designated starting positions. At that point, Drivers may then move into their respective grid boxes.
- 6.8** **Race starting positions:** Starts for all Races at each round will be a “Standing Start” in accordance with the provisions of National Sporting Code Appendix Four, Schedule Z.
- (1) Starting Positions for **Race One** will be determined by the fastest lap time achieved from the Qualifying session, fastest Driver to the front.
  - (2) Starting Positions for **Race Two** will be determined by the finishing position achieved in Race One.
  - (4) Starting Positions for **Race Three** will be determined by the finishing position achieved in Race Two
  - (5) Starting Positions for **Race Four** will be determined by the finishing position in Race Three.
- 6.8.1** Any non-compliant Schedule F Historic Formula Ford vehicles as outlined in Article 2.2.2 will be gridded following the same method as Article 6.8 above, however will form their own grid one full grid row behind the rest of the Class 1, 2 and 3 vehicles.

## **7. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES**

- 7.1 Tyre type:** Only tyres as specified in Schedule F, Article 23.1 are authorised for use for this Challenge for Class 1, 2, and 3 Schedule F compliant cars. Any vehicle not using the Schedule F control tyre in Article 23.1 will start from the rear of the grid as per 6.8.1.
- 7.1.1** Yokohama Control Tyres must only be purchased from North Island Formula Ford Inc or the South Island Formula Ford Club.
- 7.1.2** Any vehicle not complying with Schedule F, Article 23.1, must use tyres listed in Schedule F, Article 23.1.1. Any vehicle not using the Schedule F control tyre in Article 23.1 will start from the rear of the grid as per Article 6.8.1
- 7.2 Tyre allocation:** Only four tyres, which may be new or used. These must be used for Qualifying and the four Races.
- 7.3** These tyres shall be marked in accordance with Article 7.4.
- 7.4 Tyre marking procedures:** Each Driver's tyre allocation must be marked and recorded. Tyres to be used in the Challenge shall be presented to the Scrutineer for marking.
- (a)** It is the Driver/Entrant's responsibility to ensure that they present their tyres for marking at a time and place requested by the Scrutineer.
- 7.4.1** In the event of any marked tyres being accident damaged, and the Driver's tyre pool being exhausted, the Scrutineer may allow a replacement tyre to be used from another source, of similar condition and wear level of the damaged tyre.
- 7.4.2** It is the Driver/Entrant's sole responsibility to ensure tyre markings remain legible.
- ## **8. DIRECT TO DRIVER COMMUNICATIONS & ON-BOARD CAMERAS**
- 8.1 Direct to Driver Communications:**
- 8.1.1** It is compulsory for every Driver to have in their vehicle a fully functioning Direct to Driver radio receiver for all official Practice and Qualifying, and Race sessions. Radio communications to Drivers will be solely related to any safety-related matters where practicable. Direct to Driver radio communications serve as a supplementary aid and shall not supersede any official signals conveyed to Drivers.
- 8.1.2** No outgoing radio transmission function from the vehicle is permitted.
- 8.1.3** The frequency is 455.168750MHz code 6B analogue (179.9).
- 8.1.4** Except for communications from Officials on this frequency, no radio, mobile phone, or other electronic communication device may be used to transmit information to or from a Driver during an official session.
- 8.2 On-board Cameras:**
- 8.2.1** On-board camera installation and use is recommended. **No onboard footage may be published on any platform, including websites, apps, or social media, without prior written permission from Supercars, which must be requested through the Challenge Coordinator.**
- 8.2.2** Camera(s) and recording media may not be removed while in Parc Fermé except as specifically authorised by the Scrutineer or the Race Director.
- 8.2.3** All camera locations and installation must be in accordance with Schedule F, Article 25.3 and be approved by the Scrutineer.

**8.2.4** Any on-board camera footage and information recorded must be made available to the Personnel named under Article 3 of these Sporting Regulations and the Event Officials upon request. All recordings must be retained and unmodified in any way for a minimum of fourteendays after the conclusion of the Challenge.

## **9. PARC FERMÉ**

**9.1** Upon directive from the Scrutineer or their appointed assistant, Drivers may be required to drive their competing vehicle directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified via the Official Notice Board of the Meeting.

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

**9.1.1** The Driver and/or a member of their team may be requested to remain with the vehicle, or the Scrutineer may conduct inspections in isolation as determined appropriate.

**9.2** No intervention of any kind is permitted whilst the vehicle is in Parc Fermé unless specifically authorised by the Scrutineer, a MotorSport New Zealand Technical Officer named in the Event Supplementary Regulations, or Race Director. The Scrutineer may, at their sole discretion allow tyre pressures and tyre temperature readings to be checked on request.

**9.3** Unless the Scrutineer consents, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

## **10. POINTS**

**10.1** **Points:** Points will be allocated to all Drivers based on overall finishing positions in each Race:

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

**10.2** **Class Points:** Separate points shall be allocated as detailed in Article 10.1 above for each Class, based on finishing positions of the competing vehicles in that Class. Class Points will be awarded for Overall and Legends.

## **11. AWARDS AND PRIZES:**

**11.1** The following Trophies and Cheques will be presented at the conclusion of the Challenge.

(a) **Overall:** 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

(b) **Legends:** 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

**11.2** Recipients of awards must wear their race overalls, fully zipped, for all podium presentations.

**11.3** **Ties:** In the case that two or more competitors have the highest total number of points (i.e. a tie) the Overall winner will be determined as described in National Sporting Code Appendix Four,

Schedule Z Article 11.6. The same process will be followed to determine both Class winners.

## APPENDIX ONE – DECALS AND LOCATIONS

Notes:

- All cars are required to carry three Rodin Cars logos.

Location		Decal
<b>A</b>		
<b>B</b>		
<b>C</b>		
<b>D</b>	For this Challenge, a special Rodin logo must be used in place of the MotorSport New Zealand Rodin Championship decal in position D on the front nose and rear number area. All other decals to remain in support of category sponsors. All Legends and Historic cars must carry the Rodin cars logo on the front nose area and rear number area.	Rodin Cars <b>(Challenge Specific)</b>
<b>E</b>		
<b>F</b>		
<b>G</b>	One race number on the bonnet as far forward as possible, and One race number on each side of the vehicle	Race Number
<b>H</b>		

