

CHAMPIONSHIP ARTICLE AMENDMENT GTNZ-25-A003

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2025-26 GTNZ Championship Article Amendment

This amendment is issued under the provisions of the MotorSport New Zealand National Sporting Code Article 18(2) in confirmation that the following amendments, notices, or points of clarification have been authorised to the text of the Championship Articles of the above-named Championship. It is recommended that in addition to retaining a copy of this Bulletin, all parties modify the text of the Regulations according to the following:

Championship Article Amendment:

1. Amend Article 6 as stated in the schedule below.
2. Amend Article 7 as stated in the schedule below.
3. Amend Article 11 as stated in the schedule below.
4. Amend Article 13 as stated in the schedule below.

1. Item One:

6. CHAMPIONSHIP FORMAT

Amend:

6.1 Practice: For all Rounds 1–4 there will be two(2) Practice sessions of thirty(30) minutes duration. For Round 5 there will be one(1) Practice sessions of twenty(20) minutes duration. The Driver(s) may only use their competition vehicle which they have entered in the Round in these sessions.

(...)

6.3 Qualifying: At all Rounds 1–4 there will be one(1) Qualifying session of a minimum of twenty(20) minutes duration. For Round 5 there will be one(1) Qualifying session of a minimum of twenty five (25) minutes duration.

6.4 Races: At Rounds 1–4 there shall be three(3) Races at each round; two(2) thirty(30) minute Races, and one fifty(50) minute Race. For Round 5 there shall be four (4) Races; three (3) thirty(30) minute Races, and one forty(40) minute Race. The order of these Races will be advised in the event schedule for each Round.

6.4.1 At Rounds 1–4 where an entry consists of two(2) Drivers:
(...)

6.4.2 At Round 5 where an entry consists of two(2) Drivers:

(1) Either Driver may start Race One, regardless of who set the Qualifying times.

(2) One Driver must compete individually in one of the 30-minute Races.

(3) The other Driver must compete individually in two of the 30-minute Races.

(4) Both Drivers must compete in the 40-minute Race.

6.5 Races: shall be run to the following Race structure:

6.5.1 For Rounds 1–4:

- (1) **Race One:** Starting positions will be determined by the fastest lap times achieved from Qualifying Session with the fastest competitor to the front.
- (2) **Race Two:** Starting positions for Race Two will be determined by the second fastest lap times from Qualifying Session with the fastest competitor to the front.
- (3) **Race Three:** Starting Positions will be determined by the combined Race Points gained by the Driver(s) in Races One and Two at that Round, with the highest scoring Driver to the front. In the case of equal Race Points at that Round, the fastest lap recorded by the tied competitors in either qualifying, Race One or Race Two will be used to allocate the higher position. In the instance of an outstanding Inquiry or Protest sixty(60) minutes prior to the expected Race start, the provisional results will be used to calculate points.

6.5.2 For Round 5:

- (1) **Race One:** Grid positions will be determined by the fastest lap times recorded in Qualifying, with the fastest competitor starting from the front.
- (2) **Race Two:** Grid positions will be determined by the second-fastest lap times recorded in Qualifying, with the fastest competitor starting from the front.
- (3) **Race Three:** Grid positions will be determined by the combined points scored by the Driver(s) in Races One and Two, with the highest-scoring Driver starting from the front.
- (4) **Race Four:** Grid positions will be determined by the combined points scored by the Driver(s) in Races One, Two and Three at that round, with the highest-scoring Driver starting from the front.

(...)

Reason: To introduce Championship Format provisions specific to Round 5 that were not known at the time of publication of these Championship Articles, due to the nature of this Event.

2. Item Two:

7. BALANCE OF PERFORMANCE COMPULSORY PIT STOP

Amend:

- 7.1** At Rounds 1–4: During the fifty(50) minute Race, there will be a Balance of Performance Compulsory Pit Stop (CPS), the duration of which will be determined by the Championship Coordinator. There will be no Compulsory Pit Stop in either of the thirty(30) minute Races.

7.1.1 At Round 5: A Balance of Performance Compulsory Pit Stop (CPS) will apply during the forty(40) minute Race, with the minimum duration to be advised by the Championship Coordinator. The CPS window will open fifteen(15) minutes after the start of the Race and close twenty-five(25) minutes after the start of the Race. The stop will be deemed to commence once the vehicle has come to a complete stop outside its allocated pit bay. Where an entry includes two Drivers, a driver change is mandatory during the CPS.

There will be no CPS requirement in any of the thirty(30) minute Races.

7.1.2 At Rounds 1–4: Drivers will be notified of their Compulsory Pit Stop duration no later than thirty(30) minutes prior to the start of the Race.

(...)

7.2 At Rounds 1–4: Fifty(50) Minute Race:

(...)

Reason: *To introduce Balance of Performance Compulsory Pit Stop provisions specific to Round 5 that were not known at the time of publication of these Championship Articles, due to the nature of this Event.*

3. Item Three:

11. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES

(...)

Amend:

11.3 New “Dry” tyre allocation:

(1) At Rounds 1 – 4: The maximum number of new dry tyres at each round is eight(8) PLUS any previously marked Control Tyres from the current Championship except for Round 1 where ten(10) new dry tyres may be used. For GT4 competitors ten(10) new dry tyres may be used at Round 2. Additionally, competitor’s contesting their first Round of that season’s Championship, and competitors who need to change to the correct compound only as the supply has become available, as specified in the Technical Regulations, may also use ten(10) new dry tyres. All dry tyres are subject to tyre marking as per Article 11.2.1.

(2) At Round 5: Due to the additional Race at Round 5, the maximum allocation of new dry tyres will be twelve(12) per entry, plus any previously marked control tyres from a previous Round of the 2025-26 Championship. This allocation applies from the start of Qualifying through to the conclusion of Race Four. Tyres used in Practice sessions and all wet tyres are unrestricted and will not be counted towards the weekend allocation of new dry tyres.

Reason: *To introduce Tyre Allocation provisions specific to Round 5 that were not known at the time of publication of these Championship Articles, due to the nature of this Event.*

4. Item Four:

13. POINTS

Amend:

13.1 Points will be allocated to Drivers in the vehicle as follows:

13.1.1 At Rounds 1 – 4: Where an entry consists of one(1) Driver, points will be allocated based on their highest finishing position in Race One, Race Two and Race Three.

13.1.2 At Rounds 1 – 4: Where an entry consists of two(2) Drivers, points will be allocated based on the finishing position of the vehicle in each Race irrespective of which Driver was driving the vehicle.

13.1.3 At Round 5: Where an entry consists of one(1) Driver, points will be allocated based on their highest finishing position in Race One, Race Two, Three and Four.

13.1.4 At Round 5: Where an entry consists of two(2) Drivers, points will be allocated based on the finishing position of the vehicle in each Race irrespective of which Driver was driving the vehicle.

(...)

13.2.1 At Rounds 1 – 4: Points allocations will be increased by 50% for the sixty(60) minute Race.

At Round 5: Points allocations will be increased by 50% for the forty(40) minute Race.

(...)

Reason: To introduce Points provisions specific to Round 5 that were not known at the time of publication of these Championship Articles, due to the nature of this Event.

This amendment is issued by MotorSport New Zealand



Katrina Renshaw
Sporting Manager