

SERIES ARTICLE AMENDMENT

GTRNZ-25-A001

Issue Date: 18 November 2025 | Implementation Date: Immediate

Page 1 of 2

2025–2026 GTRNZ Race Series 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 Series Articles of the above-named Series. 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:

Accredited Series Article Amendment:

1. Amend Article 2 as stated in the schedule below.
2. Amend Article 4 as stated in the schedule below.
3. Amend Article 6 as stated in the schedule below.
4. Amend Appendix One as stated in the schedule below.

Item 1.

2. ELIGIBILITY (...)

Amend:

- 2.3.2** The Series Committee will have the final decision in determining the appropriate class for a competitor. Recent results from other official MSNZ events any official timed session will be consulted when determining the appropriate class for a new competitor. Penalty 89.1.1(d) will apply to current competitors.

Reason: For clarity, and to correct the Penalty reference.

Item 2.

4. SERIES REGISTRATION (...)

Amend:

- 4.3** Entry fee for each Round (which is separate to the Series Registration), shall be set by the committee:
- | | |
|--------------------------|---|
| Round 1: | \$630 incl. GST (includes MotorSport New Zealand levies) |
| Round 2-5: | \$635 incl. GST (includes MotorSport New Zealand levies and Health and Safety Levy) |
| Round 3 Friday Practice: | \$150 incl. GST |

Reason: To confirm the entry fee for each Round.

Item 3.

6. ROUND FORMAT (...)

Amend:

- 6.4 Starting positions and procedures:**
(1) GT1 and GT2

- (a) **Race One:** Shall be a standing start by lights with starting positions, for each class, determined by the fastest lap time achieved from the Qualifying session, fastest driver to the front. GT1 to the front with GT2 behind. Both classes will start at the same time.
- (b) **Race Two:** GT1 class: Shall be a reverse grid standing start by lights. Grid is determined by finishing order of Race One, highest finishing position to the rear. Any non-starters/finishers will be placed to the rear of the GT1 grid in reverse order based on their Qualifying time. GT2 Class: Shall be a reverse Handicap Race by flag drop. Grid is determined by the fastest lap in Qualifying and Race One.

(...)

(2) **GT3 and GT4:**

- (a) **Race One:** Shall be a Standing Start, by lights, with starting positions,, for each class, determined by the fastest lap time achieved from the Qualifying session, fastest driver to the front. GT3 to the front with GT4 behind. Both classes will start at the same time.

Reason: *To clarify starting positions and procedures.*

Item 4.

APPENDIX ONE

(...)

Amend:

Location	Branding Decals/Badges
A – Front and/or rear bumper	FNR Roading Decal
B – Rear guard, both sides (or suitable alternative location nearby)	Egmont Honey Decal
C – Top of windscreen (no other advertising above, below or on it)	GTRNZ banner with Egmont Honey Decal Overlaid
D – Top left of windscreen, on top of windscreen banner	Class
E – Top left of windscreen, boot area, and on each side either in accordance with Schedule A or Article 2.4.1	Car number
F – Near side number on both sides	MotorSport New Zealand Accredited Series decal
G – Below car number on each side of car.	Drivers Name (Article 2.4)
At driver's discretion	GTRNZ decals and any round sponsor decals provided for specific rounds as per Series Coordinator instructions
FL (front lights) and RL (rain light), in accordance with Sch GTR, Article 5.6.	

Reason: *Updated decals and locations to include new sponsors, and updated Article reference.*

This amendment is issued by MotorSport New Zealand



Katrina Renshaw
Sporting Manager