

SPORTING REGULATIONS GOVERNING THE 2026-2027 Summerset GT New Zealand Race Championship

Preamble:

MotorSport New Zealand Inc hereby declares the following articles to be those governing Competitors in the Summerset GT New Zealand Race Championship.

The overarching intention of the rules and the competition are as follows :

- This is a non-contact category.
- The onus is on the overtaking car to complete a move safely and without meaningful contact. However, turning in on a passing car or attempting to shut the door too late will be seen as an offence.
- No crowding out – racing room given on entry *and* exit both sides.
- Genuine mistakes treated with understanding but still liable to penalty for careless driving.
- Total respect at all times for flag signals – substantial penalties for failure to observe single or double yellows and red flags in particular.
- Meaningful penalties will be awarded if needed.

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

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Appendix Four, Schedule Z – Races;
- The Technical Regulations – Schedule GT; and
- The Event Supplementary Regulations issued by the Inviting Clubs.

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OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport New Zealand may issue amendments to these Championship Articles or Technical Schedule 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 Championship Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject/Notes

1. INTERPRETATIONS:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

“CPS” means Compulsory Pit Stop;

“The Championship” means the Summerset GT New Zealand Championship for vehicles complying with Schedule GT New Zealand Championship Technical Regulations;

“Round Organiser” or **“Inviting Club”** means the MotorSport New Zealand Member Club organising a Meeting and/or Event which is a Round of the Championship; and

“Round” means each Meeting and/or Event – the results of which qualify for points in the Championship.

2. ELIGIBILITY

2.1 DRIVER ELIGIBILITY

- (a) All Drivers shall hold a C1 Grade Competition Licence or higher and if the Entrant is other than one of the registered Drivers, 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 Circuit Competition Licences and Trans-Tasman Visas may enter any of the New Zealand Race Championships and be eligible for awards.

- (b) Foreign participants may compete in the Championship in accordance with Appendix One, Schedule L, Article 6.1.
- (c) All Drivers and Entrants must be financial members of an affiliated MotorSport New Zealand Club, with the exception of those competing on a Trans-Tasman Visa, or Foreign Participation Visa.
- (d) There are two (2) championships for Drivers:

The Summerset GTNZ **Porsche Endurance Trophy** using eligible Porsche Cup Car Vehicles.

The Summerset GTNZ **GT4** Championship will have three Cups:

- Silver-Am
- Silver
- Am

- (e) Drivers with a higher FIA rating than silver are not permitted to race in the GT4 Championship. Any Driver with a FIA Driver Rating higher than Silver will need explicit permission from the Summerset GT New Zealand Category Management to compete in the Porsche Endurance Trophy Championship, which will be decided on a case-by-case basis, Drivers under the age of 28 at the time of the first Round will automatically be deemed a Silver.
- (f) The GT4 Championship will be run under a Cup structure comprising three(3) Cups: Silver, Silver-Am and Am. Driver categorisations will be applied, and the following maximum pairings will be accepted:
1. **Silver Cup:** Silver / Silver, or a Silver Driver competing alone. In the case of Silver Cup entries, additional time in the pit stop or additional compensation time may be added by the Summerset GTNZ Category Management. A Silver Driver competing alone must take part in both Qualifying 1 and Qualifying 2.
 2. **Silver-Am Cup:** Silver / Bronze. In the case of Silver-Am Cup entries, additional time in the pit stop or additional compensation time may be added by the Summerset GTNZ Category Management. A Silver Driver is not permitted to compete alone in the Silver-Am Cup.
 3. **Am Cup:** Bronze / Bronze, or a Bronze Driver competing alone. A Bronze Driver competing alone must take part in both Qualifying 1 and Qualifying 2.
- (g) **Driving Team:** Each GT4 entry may consist of up to two(2) Drivers. Porsche Endurance Trophy class is single driver entries only, other than for the Round 4 Mini Enduro where up to two(2) Drivers are permitted.
- (h) All Porsche Endurance Trophy and GT4 Championship competitors must affix a supplied badge of their respective championship tyre manufacture on the Right-Hand Side Chest and on the top half of the Right Hand Sleeve of their competition suit. These will be supplied to each competitor by the series.

Porsche Endurance Trophy – Michelin
GT4 – Pirelli

2.2 **VEHICLE ELIGIBILITY**

- (a) Eligibility shall be for vehicles complying with Schedule GT. Porsche Endurance Trophy Championship vehicles shall comply with Porsche Endurance Trophy Regulations NZ 2027.
- (b) All Competitors shall agree to submit their vehicle for eligibility and/or safety scrutineering inspections as and when required by the appointed Championship Scrutineer, and/or a MotorSport New Zealand licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.
- (c) All competing vehicles shall reserve the spaces for the Championship sponsors' and official Championship decals at all Rounds, of which will be provided by the Championship.
- (d) All competitors shall carry competition numbers and competitor's name in the locations and to the dimensions set out in Appendix One to these Articles.
- (e) Any competitor who fails to properly display legible decals or replace spoiled or damaged decals will be

prevented from entering the track for meeting rides, practice, qualifying or racing and may be excluded from further participation in the Category plus a penalty maybe issued.

Note: The Championship Coordinator may permit variation of decal location for individual vehicles upon application.

3. CHAMPIONSHIP PERSONNEL:

- (a) At each Round of the Championship the following personnel shall have the responsibilities and authorities as set out below.
- (b) The appointed Championship personnel may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of Bulletin posted on the Official Notice Board at each round.

3.1 Championship Coordinator: Phil Shaw

Mobile Phone No: TBC

Email: gtnz@nextgennz.co.nz

Appointed Deputies and assistants:

Josie Spillane – NextGen

Greg Murphy – NextGen

Nathan Pilcher – Porsche Motorsport New Zealand

TBC – Driving Standards Observer

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

- (a) Deal with all administrative matters pertaining to the Championship;
- (b) Record and publish all Championship points schedules;
- (c) Liaise with Inviting Club/s on all matters pertaining to these Articles;
- (d) Ensure correct placement of decals on vehicles contesting the Championship;
- (e) Provide and/or assist the Inviting Club/s with grid starting positions in accordance with Article 6.4 of these Articles;
- (f) Calculate and publish CPS times; and
- (g) Attend Steward's meeting if requested.

3.2 Race Director:

Mobile Phone No:

Email:

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 78 and 79;
- (c) Conducting Race Director briefing sessions;
- (d) Liaising with the Championship Promoter regarding promotional activities;
- (e) Conducting any Inquiries necessary (including any Hearings and Inquiries held outside of Rounds of the Championship) to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the Championship;
- (f) Starting Judge; and
- (g) Judge of Fact (Yellow Flag redressing).

3.3 Driving Standards Observer: (TBC)

Mobile Phone No:

Email:

Who is authorised by MotorSport New Zealand to undertake the duties outlined in Schedule Z, Article 22.

3.4 Championship Scrutineer:

Mobile Phone No:

Email:

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on the Championship's behalf to:

- (a) Deal with all technical matters pertaining to the Championship;
- (b) Affix official seals, and conduct tyre marking, as and when deemed appropriate;
- (c) Inspect any competing vehicle within the Championship in order to ascertain compliance with the technical and eligibility regulations;
- (d) Assist competitors with technical enquiries related to the Technical Regulations applicable to their vehicle;
- (e) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures;
- (f) Liaise with event Officials and Championship Coordinator on any scrutineering or technical conformity issue for the category; and
- (g) To report, to the Race Director, any instances where a breach of Technical Regulations has been identified.

4. CHAMPIONSHIP REGISTRATION:

4.1 Registration into the Championship/Special Trophy Round shall be made via email through the Championship Coordinator or through the following link: [Summerset GT New Zealand 26/27 Series Entry Form – Fill out form](#)

4.2 The Championship Coordinator reserves the right to accept or decline registration into the 2026-27 GT New Zealand Championship 2026

Championship.

4.3 In registering for the Championship, all Drivers/Entrants:

- (1) Are deemed to be in acceptance of these Articles as they are presented;
- (2) Agree to comply with these Articles 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 Schedule A, and eligibility requirements under these Championship Articles; and
- (4) Shall comply with any specific requirements of the official Championship Sponsor(s), as detailed within these Championship Articles.

4.4 Entry to each Round of the Championship/Special Trophy Round should be made via email through the Championship Coordinator with confirmation of entry no later than 4 weeks before the start of the event.

4.5 Event Entry Fees

GTNZ 2026/2027 Season Pricing - Event Fees			
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Class	Season Price (5 rounds)	Season Total	Single Round Price
GT4	\$3,999 / round	\$19,995	\$5,199
Porsche Endurance Cup	\$4,499 / round	\$22,495	\$5,699

All prices exclusive of GST.

With payment received no later than two(2) weeks before the start of the event. Any entry will not be deemed valid until payment is received. 50% of the entry fee is non-refundable 10 days before the event has passed. 100% of the entry fee is non-refundable during the week of the event unless agreed upon by category manager for exceptional circumstances.

These fees include Friday Practice, relevant levies, TV coverage, pit marquee or garage and 5 x additional weekend passes(6 in total).

- 4.6** Other than as provided for in Article 4.5, no refunds will be given once an entry has been processed. Credits against future competition will be considered in exceptional circumstances.
- 4.7** Competition numbers are to be allocated by the Championship Coordinator, while the Competitor shall provide the physical competition number sets conforming to the regulations in the Sporting Regulations.

5. **CHAMPIONSHIP STRUCTURE:**

5.1 The Championship shall comprise the following **four** Rounds:

Round	Date	Venue	Inviting Club
1	13 – 15 November 2026	Taupo Motorsport Park	MotorSport New Zealand
2	22 - 24 January 2027	Teretonga	MotorSport New Zealand
3	29 – 31 January 2027	Highlands	MotorSport New Zealand
4	26 – 28 February 2027	Hampton Downs	MotorSport New Zealand
Non- Championship Round – Supercars Special Trophy Event			
5	TBC May 2027	(Supercars)	MotorSport New Zealand

5.2 The Organisers reserves the right to either cancel or amend any Rounds of the Championship due to force majeure without affecting in any way its power to award any title.

6. **CHAMPIONSHIP FORMAT:**

6.1 **Practice:** For all Rounds there will be two(2) 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.

6.2 **Briefing:** The Race Director(s) will hold a category briefing, team manager and competitors briefing session at each Round.

(a) The time of each Meeting will be contained in the meeting Supplementary Regulations or notified on the Official Notice Board.

(b) Attendance on time by all Drivers and team managers is compulsory.

6.3 **Qualifying:** At all Rounds there will be two(2) qualifying sessions of a minimum of Twenty (20) minutes duration combined.

6.4 **Races:**

Round	Date	Venue	Race 1	Race 2	Race 3	Race 4
1	13 – 15 November 2026	Taupo Motorsport Park	20mins	45mins	20mins	45mins
2	22 - 24 January 2027	Teretonga	20mins	45mins	20mins	45mins
3	29 – 31 January 2027	Highlands	20mins	45mins	20mins	45mins
4	26 - 27 February 2027	Hampton Downs	60mins	60mins	N/A	N/A
Non- Championship Round – Supercars Special Trophy Event						
5	May 2027	(Supercars)	TBC	TBC	TBC	TBC

Races: shall be run to the following race structure except for Round 4 – Mini Enduro Round:

(1) **Race One:** Starting positions will be determined by the fastest lap times achieved from Qualifying Session 1 with the fastest Competitor to the front split into separate championship with Porsche Endurance Trophy Championship followed by GT4 Championship. The driver who qualified in Qualifying Session 1 must be the driver in this race.

(2) **Race Two:** Starting grid is the finishing order of Race 1 split into Porsche Endurance

Trophy Championship followed by GT4 Championship vehicles.

- (3) **Race Three:** Starting positions will be determined by the fastest lap times achieved from Qualifying Session 2 with the fastest Competitor to the front in Porsche Endurance Trophy Championship followed by GT4 Championship. The driver who qualified in Qualifying Session 2 must be the driver in this race.
- (4) **Race Four:** Grid will be set by total points scored across the previous 3 races split into Porsche Endurance Trophy Championship followed by GT4 Championship. Most points accumulated starting off the front and any points that are tied will go to count back of highest finishing positions in previous championship races of the current season then qualifying times.

6.5 Where an entry consists of two(2) Drivers:

- (a) Unless specifically permitted by the Race Director, both Drivers must participate in either or both Practice sessions and must compete in only one of the Qualifying sessions;
- (b) Each Driver must individually compete in one of the twenty(20) minute races; and
- (c) Both must compete in each of the forty-five(45) minute races.

6.6 **Call Up Procedure:**

- (a) Vehicles will be called to the grid in grid order for circuit sessions over race radio by appointed series personnel. This will be in this order: Porsche Endurance Trophy Championship and then GT4 Championship.
- (b) Practice One it will be in Championship order. (For Round 1 it will be in numerical order) Practice Two will be in fastest to slowest lap times in championship order with Porsche Endurance Trophy Championship followed by the GT4 Championship.
- (c) Qualifying will be fastest to slowest lap times from combined practice times in championship order with Porsche Endurance Trophy Championship followed by the GT4 Championship. Race order will be in grid order with a separation of two(2) complete grid rows between the last Porsche Endurance Trophy Championship car and the first GT4 Championship car. This space is to be observed at the race start with the front row GT4 Championship cars respecting the gap behind the Porsche Endurance Trophy Championship
- (d) Should a vehicle fail to leave their garage at the allocated slot they will be released once all other vehicles have been released and are to form up at the back of the assembled vehicles or follow instructions of officials if pit exit is closed.

6.7 During any session or stoppage and during the period between and including Practice One and Qualifying vehicles must be at an angle of 45 degrees, nose towards garages/marques, rear towards the fast lane. During the race the vehicle should stop parallel to the pit bays in the working area for pit stops. At no time may a vehicle be reversed in the pit lane under its own power. Failure to adhere to this may result in a penalty.

6.8 **Race Starting Procedures:** At all Rounds, all Races will be a Rolling Start as follows:

- (1) When instructed by an official, each vehicle will leave pit lane for one(1) positioning lap to the grid. Drivers must not stop to carry out a practice start during this lap including when leaving Pit Exit. When a vehicle arrives at the grid it must stop in its allocated position.
- (2) When the pole vehicle is in place, a warning will be sounded and a "2 Minute" board displayed by the Starter. Pit Lane exit will be closed at this time.

- (3) When one(1) minute remains before the formation laps, a warning will be sounded and a "1 Minute" board displayed by the Starter.
- (4) Any vehicle not having reached their grid position by the "1 minute" signal must enter the Pit Lane from where they may start the race under the direction of an official after the field has passed.
- (5) When thirty(30) seconds remain before the formation laps, a warning will be sounded and a "30 Second" board will be displayed by the Starter.
- (6) When the green signal is displayed by the Starter, each vehicle may then proceed on to one(1) formation lap. The field will be picked up by the Safety Car on this lap.
- (7) The GT4 Championship must maintain the prescribed gap between the front row of the GT4 Championship and the back of the Porsche Endurance Trophy Championship at the start of the race. Failure to maintain this gap may result in a penalty.
- (8) As the vehicles are approaching the race start they are required to roll across the grid boxes on each side of the grid in side by side formation before breaking out of formation once the start signal is given.
- (9) Schedule Z 8.4 (2) and (3) shall then apply.

6.9 At all Rounds, the Championship Coordinator in conjunction with the Race Director(s) and/or the Stewards of the Meeting, reserves the right to shorten and/or cancel any practice/qualifying sessions and/or Races in the case of force majeure.

6.10 Meeting Rides may be run as advised in the Event Supplementary Regulations and shall be conducted in accordance with the MotorSport New Zealand Meeting Ride Policy.

7. BALANCE OF PERFORMANCE COMPULSORY PIT STOP

7.1 During the two forty-five(45) minute races, 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 twenty(20) minute races.

7.2 Drivers will be notified of their Compulsory Pit Stop duration no later than thirty(30) minutes prior to the start of the race.

7.3 The CPS may NOT be carried out under Safety Car conditions. Any vehicle that has already entered pit lane at the time the Safety Car is deployed may still complete their CPS.

7.4 Forty-five(45) Minute Race:

- (a) The CPS shall take place between fifteen(15) and thirty(30) minutes from the start of the race and the CPS time shall commence when the vehicle comes to a complete stop outside their pit bay.
- (b) Where there is one(1) Driver entered, the Driver must remain in the vehicle with their safety harness fully fastened.
- (c) Where there are two(2) Drivers entered, a Driver change shall take place during the CPS.

- (d)** Where there is a Silver-Am entrant the Silver rated drivers must not exceed driving time of twenty(20) minutes in either 45-minute race.
- (e)** Driving time will commence at the start of the race till the vehicle has crossed the pit lane speed limit line or alternatively after a driver change the driving time commences once the vehicle is in motion after completing its CPS. This time may be extended by the race director if needed to allow for a safety car period that overlaps with the CPS time.
- (f)** The vehicle may not leave after the CPS until the Driver's safety harness has been fully refastened.
- (g)** Should the Safety Car be deployed during the CPS window, the Race Director may extend the CPS window and will advise of this decision over race radio.

7.5 Each team is responsible for determining how their timed CPS and driving time is managed.

7.6 In the event of a dispute or an inquiry into a competitor complying with the stipulated stationary-time or driving time, the vehicle's camera recording may be used to determine the length of the stop or driving time.

7.7 The only permitted intervention with the vehicle during the timed CPS will be:

- (a)** A Driver change (if applicable) in accordance with Article 7.4(c).
- (b)** During any pit stop during a race (excluding practice and qualifying sessions), without exception, the Driver is obliged to turn off the engine.
- (c)** No work can be carried out on the car and no change of Driver can take place until the car has come to a complete stop within the designated working area of pitlane, and its engine is switched off.
- (d)** Only the car controller and the replacing Driver are allowed in the working area before the car has stopped and a maximum of one lap before the pit stop of the car.
- (e)** No equipment must be in the working area before the car has stopped in front of the pit garage.
- (f)** Except when work is being carried out on the car, all personnel must remain behind the line designating the start of the working lane. During the mandatory pit stop during the race, the Driver being replaced may help the replacement Driver to install himself in the car but cannot work on the car.
- (g)** Team personnel and equipment must withdraw behind the line designating the start of the working lane as soon as the work is complete.
- (h)** The car's engine can only be restarted when the car is about to leave the designated working area of pitlane and all four wheel are in contact with the ground, with all work completed on the car and all personnel are behind the line. The car must leave the working area with no external assistance. Team personnel checking tyre pressures is considered working on the car.
- (i)** It is permissible to use the vehicle air jacks so that wheels can be manually rotated. If a team choses to use this process then the following conditions will apply: the drive train, e.g. gearbox and/or clutch must not be engaged when the vehicle is off the ground; prior to lowering the vehicle, the wheels must not be rotating and any crew must be clear of the vehicle; and, the penalty for noncompliance is thirty(30) seconds to race time which can be substituted by a drive through penalty. Tyre pressures may be checked and adjusted, and external cooling fans can also be used to disperse heat from the radiators and brakes. Drink bottles may be topped up or changed.

- (j) Tyre changing must be done after the CPS time has been completed.
- (k) At anytime during the race only three(3) personnel are allowed across the demarcation line of the working pit lane, including the car controller who may not physically work on the vehicle. Along with the above only one(1) wheel gun is allowed across the demarcation line of the working pit lane at any one time. Any vehicles that pass over the pit lane working lane demarcation line and into the garages will be deemed as not having completed their CPS.

7.8 Any other intervention with the vehicle can only occur when the CPS is complete.

7.9 There shall be no refueling of the vehicle during the race.

8. PARC FERMÉ:

8.1 Upon directive from the Championship Scrutineer or their appointed assistant, Competitors 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 on the official notice board of the Meeting.

8.2 Drivers are to stay with the vehicle when called to the scales. Drivers can receive hydration but must stay with the vehicle until the vehicle weights and technical checks have been completed and has been released by the Series Technical Officer. Exemption is GT4 as they are on vehicle weight only.

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.

8.3 The Championship Scrutineer may authorise the entry of team personnel for the purposes of vehicle eligibility inspection.

8.4 All cars to remain in Parc Fermé unless specifically released by the Series Technical Officer. Vehicles not required to the scales are to return to their pit garages and all team members must remain out of the garage until all vehicles are released from Parc Fermé by the Technical Officer.

8.5 The only permitted work to be done by two(2) team members of the team is for one(1) member to record tyre pressures and/or open engine cover for heat dispersion, and the other one(1) member to copy data and/or copy video, and once completed, must exit the garage. It is up to the team to ensure their personnel are aware and adhere to the Parc Ferme regulations.

8.6 Unless the Championship Scrutineer consents in each case, any vehicle unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

9. RACE RADIO:

9.1 Race Radio is compulsory and will be used for all major announcements, including race penalties and to communicate with team managers and Drivers concerning incidents and circuit penalties.

9.2 The frequency is 489.681250 colour code 10 Digital.

9.3 Any race radio tuned to the above frequency must be set to "receive" only.

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

10. PENALTIES:

10.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties, Schedule P, and Appendix Two to these Articles.

10.2 **Championship Demerit Points:** These penalty points are deemed to be additional to any Time Penalty or Drive Through Penalty that may have been imposed. These points are cumulative over all Rounds of the Championship Series. Grid or race exclusion requirements will be imposed once the grid for a race has been determined.

(1) 6 points: go back six(6) grid places for next race.

(2) 10 points: start from rear of grid for the next race.

(3) 15 points: exclusion from next race and start from rear of grid at following race.

(4) 19 points: exclusion from two(2) races and endorsement of competition Licence until 30 June 2027.

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

10.3 **Competitor clearance:** If Competitors are required for Inquiries or Hearings, they will be advised by summons or notice, as applicable. Additionally, an announcement may be made on race radio. These notifications will be made within one(1) hour following completion of the category's final race for the day/Meeting. No Competitor may leave the Circuit until one(1) hour after the finish of their last race on the day.

(a) Any Competitor so notified must receive clearance from the Race Director or Chairman of Stewards prior to leaving the Circuit.

(b) Any Competitor who lodges a protest into any matter must receive clearance from the Chairman of Stewards prior to leaving the Circuit.

(c) Subsequent non-attendance of a Competitor will not stop any Hearing proceeding and a decision being taken. It is the responsibility of the relevant official or Competitor to ensure their witnesses are available and able to take part in the Hearing.

10.4 **Stewards extended powers:**

(a) The Stewards shall have extended powers to deal with any matters that arise in relation to the Championship between Meetings. A Stewards' panel may be convened by MotorSport New Zealand at any time during the Series to consider any protest or other matter within their jurisdiction in relation to the Championship which may be referred to them, or which may be initiated by the Stewards on their own volition.

(b) When the Stewards have commenced a Hearing at one place, and it is deemed by them not practicable to complete consideration of that matter at that time and place, the Hearing may be adjourned to another time and place and may be heard by a panel of Stewards other than those who commenced the Hearing, provided at least one(1) Steward who was at the original Hearing is a member of the new panel. If required, the panel will be appointed by MotorSport New Zealand.

(c) The Stewards may call upon any witness or advisor they so decide, either as part of, or outside, a Hearing to assist in resolution of any matter.

- (d) The Stewards maximum fine level is raised to \$10,000 for any offence. Additionally, they may, for any offence, impose the penalty of exclusion from the Meeting or Event and endorse a Competition Licence for a maximum period of twelve(12) months.
- (e) If at the conclusion of a Hearing the Stewards consider that the matter has been proven and the penalty prescribed in Appendix Two is insufficient given the serious nature of the offence then in such instances the matter may be passed to MotorSport New Zealand for action.

11. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

11.1 Only the Control Tyre (dry and wet specification) as per Schedule GT, Article 11 are permitted for use at any Round of the Championship.

11.2 The Control Tyres must be purchased from the Approved Provider who will also provide trackside support and fitting services.

Approved Provider: European Technique
Name: Wayne Scott
Email: wayne@tracktyres.co.nz
Mobile: +64 27 538 9237

11.3 Only dry Control Tyres that have been specifically marked for the current Championship may be used. The tyres will be marked for use on a specified competition vehicle and must be fitted to the wheel in accordance with the manufacturer's specifications. This includes direction and asymmetry. If the Approved Provider does not have the specification or tyre size available, they can introduce another option in correspondence with the Championship organisers.

Note: It is not a requirement to have the Control wet Tyres marked.

11.4 In the event of wet or damp conditions at the start of or during a Practice, Qualifying session or race, at the discretion of the Competitor(s), it is permitted to use wet specification tyres. The vehicle's rain light must be illuminated when wet specification tyres are fitted to the vehicle.

11.5 **New "Dry" tyre allocation:** The maximum number of **new** dry tyres available to be used per vehicle for qualifying and races at each round is:

Porsche Endurance Trophy Dry Tyre allocation:

Round	Date	Venue	New Dry Tyre Allocation
1	13– 15 November 2026	Taupo Motorsport Park	12
2	22 - 24 January 2027	Teretonga	12
3	29 – 31 January 2027	Highlands	8
4	26 - 28 February 2027	Hampton Downs	12
Non- Championship Round – Supercars Special Trophy Event			
5	2027 TBC	(Supercars)	TBC

GT4 Dry Tyre allocation:

Round	Date	Venue	New Dry Tyre Allocation
1	13– 15 November 2026	Taupo Motorsport Park	10
2	22 - 24 January 2027	Teretonga	10
3	29 – 31 January 2027	Highlands	8
4	26 - 28 February 2027	Hampton Downs	12
Non- Championship Round – Supercars Special Trophy Event			
5	2027 TBC	(Supercars)	TBC

11.6 If a dry tyre is damaged, the Championship Scrutineer, in consultation with the Approved Provider's representative, shall determine the suitability of any (dry) replacement Control Tyre that has not been marked for the current Championship.

11.7 **"Wet" tyre allocation:** There is no controlled allocation of wet tyres per Round. If the meeting is declared "wet" by the Race Director only "wet" specification tyres must be used.

11.8 **Tyre marking:** Tyre marking (tyre bar code reading) will take place outside the competitors pit garage at each Round one(1) hour prior to Qualifying. Any change in time for this will be advised by the Championship Coordinator. It is the responsibility of the competitor to have their tyres ready and clean for marking by this time.

11.9 It is the Competitor's responsibility to ensure that tyre markings remain clearly visible. Whenever a tyre marking starts to become illegible, the Competitor must advise the Championship Scrutineer accordingly, who will decide upon the appropriate course of action.

11.10 It is the responsibility of the competitor to keep a record of all tyres used in the Championship by bar code and the meeting where they were used. This list must be made available to Championship Officials on request.

(1) In all instances, 'tyre marking' references a unique identifier in the form of either a physical tyre marking, or the scanning of the tyres bar code, or both.

11.11 Except for Practice sessions at Round 1, all tyres used during subsequent practice sessions must only be previously marked championship tyres from that season.

11.12 Competitors are permitted to have 2 (two) sets of dry specification tyres marked for Round 1 practice sessions.

11.13 New (unused) marked dry specification tyres from a previous round may be remarked for the new dry tyre allocation at subsequent rounds.

11.14 The use of any tyre heating, heat retention device or chemical treatment is prohibited.

12. **IN-CAR JUDICIAL CAMERAS:**

12.1 All GT New Zealand Championship vehicles will be required to carry an approved in-vehicle camera, which shall be supplied by the competitor. The position of fitting this camera takes precedence over any other camera fitted in the vehicle.

12.2 This camera must be mounted in accordance with Schedule A, Part One Article 6.4 and must be forward facing to capture both the steering wheel and the front view from the front windscreen.

12.3 It is the Competitors responsibility to ensure the camera is switched on and recording during all Practice, Qualifying and Race Sessions. For cameras not recording, a Penalty may be applied.

12.4 Any on-board camera footage and information recorded shall be made available to Championship Officials upon request. Such recordings shall be retained and unmodified in any way for a minimum of fourteen(14) days after the conclusion of the event.

12.5 All rights to all camera footage remains the property of the Championship at all times.

12.6 **Access to Television Outside Broadcast Facility and footage:** No Entrant, Driver or team member shall be permitted to access the television 'Outside Broadcasting' facility or gain access to any footage directly from the broadcaster during an Event, without obtaining the express permission of the Race Director(s) or the Chairman of Stewarding Panel.

13. POINTS:

13.1 Points are awarded to Drivers for all cups according to the following scales:

(a) Qualifying:

After the Q1 session, the Drivers of the car setting the fastest time in the Porsche Endurance Trophy, Silver, Silver-Am and Am Cups will be awarded one point.

After the Q2 session, the Drivers of the car setting the fastest time in the Porsche Endurance Trophy, Silver, Silver-Am and Am Cups will be awarded one point.

(b) 20-minute races - Points

Points are awarded after each race, for each championship and cup, to both drivers if applicable according to the following scale:

For clarity: Entries that have 2 drivers, points from each race will be awarded to both drivers regardless of who was driving in the race.

GT New Zealand Points Structure:

Round 1,2,3:

Additional Point for Qualifying: +1 point for fastest qualifier in each championship in each qualifying session

Points for 20-minute race:

Placing	Points	Placing	Points
1 st	50	11 th	16
2 nd	45	12 th	14
3 rd	40	13 th	12
4 th	36	14 th	10
5 th	32	15 th	8
6 th	29	16 th	6
7 th	26	17 th	4
8 th	23	18 th	3
9 th	20	19 th	2
10 th	18	20 th	1

(c) 45-minute races – Points

Points are awarded after each race, for each Cup, to both drivers if applicable according to the following scale:

Points for 45-minute race:

Placing	Points	Placing	Points
1 st	100	11 th	32
2 nd	90	12 th	28
3 rd	80	13 th	24
4 th	72	14 th	20
5 th	64	15 th	16
6 th	58	16 th	12
7 th	52	17 th	8
8 th	46	18 th	6
9 th	40	19 th	4
10 th	36	20 th	2

(d) Round 4 Mini Enduro Points:

Additional Point for Qualifying: +1 point for fastest qualifier in each championship in each qualifying session:

Points awarded at end of each of the first three 30-minute periods:

Placing	Points	Placing	Points
1 st	50	11 th	16
2 nd	45	12 th	14
3 rd	40	13 th	12
4 th	36	14 th	10
5 th	32	15 th	8
6 th	29	16 th	6
7 th	26	17 th	4
8 th	23	18 th	3
9 th	20	19 th	2
10 th	18	20 th	1

Points awarded at the conclusion of race:

Placing	Points	Placing	Points
1 st	100	11 th	32
2 nd	90	12 th	28
3 rd	80	13 th	24
4 th	72	14 th	20
5 th	64	15 th	16
6 th	58	16 th	12
7 th	52	17 th	8
8 th	46	18 th	6
9 th	40	19 th	4
10 th	36	20 th	2

13.2 Race Suspension

If a race is suspended and cannot be resumed:

1. No points will be awarded to the Competitors or Driver crews if the leader has completed less than two laps.
2. Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Safety Car conditions.
3. Full points will be awarded if the leader has completed more than 75% of the original race time and as long as the results include at least one lap which took place outside Safety Car conditions.
4. Points will be awarded equally to all Drivers, including any who did not comply with the minimum driving time.

Note: The above-mentioned conditions will be based on the number of laps as shown on the published results

as the basis for the final classification.

13.3 Dead Heats

1. Prizes and points awarded in accordance with the classification of each competition to Competitors who tie will be added together and shared equally.
2. If two or more Drivers or Teams finish the season with the same number of points, the higher place in the Series will be awarded to:
 - (a) The holder of the greatest number of first places based on the final classification of the races which have taken place,
 - (b) If the number of first places is the same, the holder of the greatest number of second places, based on the final classification of the races which have taken place,
 - (c) If the number of second places is the same, the holder of the greatest number of third places based on the final classification of the races which have taken place and so on until a winner emerges.
 - (d) If the above-mentioned procedure fails to separate two or more Drivers or Teams, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.
 - (e) If points a – d still fail to determine a winner, the Summerset GT New Zealand Championship Co-ordinator will take a decision.
3. Special case: Drivers of the same Car, who have formed the same crew during all the Competitions in the Series in which they have scored points, and who finish with the same number of points, will share the same place in the Series. Examples: Drivers 1 and 2 of Car A will be classified equal first in the general classification of the Series; Drivers 1 and 2 of Car B will be classified equal second, and so on until the last classified crew finding itself in this situation.

Note: the number of first, second etc places are based on the final classification of the races which have taken place.

14. AWARDS:

- 14.1 The Championship titles shall be: the Summerset GT New Zealand Porsche Endurance Trophy Championship; and the Summerset GT New Zealand GT4 Championship, comprising the Silver, Silver-Am and Am Cups. The winner of each shall be the Driver with the highest points score awarded from all Rounds of the Championship.
- 14.2 The presentation of Championship Awards for Porsche Endurance Trophy and GT4 Championship shall be made at the conclusion of the Championship at the MotorSport New Zealand Annual Awards Function.
- 14.3 The Porsche Endurance Trophy and each of the GT4 Silver, Silver-Am and Am Cups will be awarded 1st, 2nd and 3rd overall according to the results of the Championship.

15. PIT SPACE ALLOCATION:

- 15.1 A marquee or pit garage where available will be allocated by the Championship Coordinator to each competitor. The Championship Coordinator will issue a notice regarding the terms and conditions of use of all marquees and/or pit garages prior to the commencement of the Championship.
- 15.2 The Championship Coordinator will allocate an area in pit lane for each competitor when they are not in a pit garage.
- 15.3 Except when required as part of the program, or for approved technical reasons, competitors are to have their competition vehicles in this area, for each Round, from at least one(1) hour

before the first practice session until one(1) hour after the conclusion of the GT New Zealand Championship's last race of the Meeting, unless written permission is obtained from the Championship Coordinator; a technical check is required on return.

- 15.4** The front entrance of the marquee or pit garage must be open during these times with the front of the vehicle facing the front opening, except when a vehicle is involved in a track session.

16. MINI ENDURO:

16.1 Race Structure:

Up to two(2) Driver race split into two(2) x one(1) hour races.

16.2 Driver Eligibility:

Series driver classification applies.

Any Silver/Silver entries will have additional time added to their CPS time.

16.3 Tyres:

Twelve(12) new championship dry control tyres will be permitted per car for the event from the beginning of qualifying. The tyres that are going to be used for the event need to be marked as per normal procedure.

16.4 Qualifying:

There will be two 15-minute qualifying sessions, separated by a 10-minute break. Each entry must have both of its drivers set a lap time, with each driver participating in only one of the two sessions. The fastest lap from each driver will be combined to determine the starting grid for the Race.

16.5 Grid:

Grid will be set by the combined times of the fastest laps of each driver in their respective qualifying sessions to set the grid from fastest combined time to slowest split into Porsche Endurance Trophy Championship followed by GT4 Championship for Race 1, then the finishing order of Race 1 will be the starting grid for Race 2.

16.6 Mid-Race Competition Caution:

A Competition Caution will be displayed to the race leader at the start/finish line upon completion of the first 1-hour leg. All cars once passing the start/finish line must stop racing, reduce speed, and proceed into Pit Lane, where Parc Fermé conditions will immediately apply.

16.7 Mid-Race Parc Fermé:

Parc Fermé conditions will remain in effect until all cars have exited Pit Lane for the start of the second 1-hour leg. Once all cars are in Pit Lane, a 45-minute break will commence for refuelling only. No other work may be carried out during this period.

- (a) Drivers may receive assistance from one(1) crew member for seatbelts, helmet and cool-suit connections. The same crew member may also replenish the driver drink system and cool-suit system while Parc Fermé conditions are in place.
- (b) Drivers may exit the car during the break; however, no driver changes are permitted. The driver who completes the first 1-hour portion of the race must also start the second 1-hour portion of the race.
- (c) Removing engine covers / opening bonnets is permitted for cooling purposes only. Cars must not be moved from pit lane until a Race Radio announcement is made that cars may be put into garages solely for refuelling. Adjusting tyre pressures and removing data is not permitted, and cars must remain on their tyres during this period.
- (d) At the discretion of the Race Director, if weather conditions change during the managed Parc Fermé and the track has been officially declared wet, tyres may be changed. Notification and instructions

allowing tyre changes will be given via Race Radio / the management channel.

- (e) Any work required on the car outside of that mentioned above requires written permission from the Series Technical Officer and will result in the car starting the second 1-hour portion of the race from the back of the grid.
- (f) If a vehicle is in pit lane when the Mid-Race Competition Caution begins then that team will be deemed a DNF for the first 1-hour portion of the race but can rejoin for the second 1-hour portion of the race after Parc Fermé and all other rules are followed for eligibility for points to be awarded.

16.8 CPS (Compulsory Pit Stop):

Each car must complete one CPS during each 1-hour portion of the race. The CPS window opens at 25 minutes and closes at 35 minutes into each 1-hour race. The CPS may NOT be carried out under Safety Car conditions. Any vehicle that has already entered pit lane at the time the Safety Car is deployed may still complete their CPS.

- (a) Tyres are permitted to be changed during the CPS. Only two wheel guns allowed across the line with a maximum of 5 people across the line including driver assist and car controller. Any vehicle that enters the pit garages will be deemed as not completing its CPS.
- (b) A driver change can only be done during a CPS. Other work—such as tyre changes, tyre pressure adjustments, or repairs—may be performed. Refuelling is strictly prohibited during the CPS.
- (c) The minimum CPS time for all cars is 1 minute. This is the time the car is stationary in the pit box.
- (d) The Race Director has the ability to move or extend the CPS window in the event that a safety car prohibits the ability to complete CPS in the designated timeframe.

16.9 Points:

Points will be awarded based on the running order at the end of each of the first three(3) thirty(30) minute periods of the race/s, and on the final race classification, in accordance with Article 13 of these Articles.

APPENDIX TWO (2026-27 Summerset GT New Zealand Race Championship)

A2. Penalty Schedule

A2.1 Unless specified in this Appendix, penalties and conditions outlined in Schedule P will apply.

Where a penalty in this Schedule applies then it shall override the equivalent penalty contained in Appendix One, Schedule P. All other sections of Schedule P will continue to apply when not at variance with this table.

For those offences listed with an asterix (*), a Drive Through Penalty may be replaced by a penalty of thirty(30) seconds to race time. Demerit points will still be applied.

CATEGORY OF OFFENCE	STANDARD PENALTIES		MAXIMUM SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.1.1 Failure to submit, when required, to testing for banned substances (as prescribed by Art 38(1) of National Sporting Code, or alcohol breath test	\$10,000	1. Exclusion from Series 2. Suspension of Competition Licence until 30 June 2027.	
A2.1.2 Returning a positive drug test	\$5,000	Immediate suspension of competition Licence and referral to MotorSport New Zealand	
A2.1.3 Returning a positive alcohol breath test	\$3,000	1. Minimum twelve(12) hour stand down period. 2. Endorsement of competition Licence for minimum of three(3) months and maximum of twelve(12) months	4
A2.2 Any of the specific behaviour set out in Art 94(1) of National Sporting Code (i.e. bribing or attempting to bribe)	\$3000	Endorsement of Competition Licence for minimum of three(3) months and maximum of twelve(12) months	4

A2.3 Any of the specific behaviour set out in Art.94(2) of National Sporting Code (i.e. behaviour concerning entry of competing vehicle or competitor)	\$3,000	1. Endorsement of competition Licence for minimum of three(3) months and maximum of twelve(12) months And/or 2. Exclusion from Series, Meeting or Event	4
CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.4 Abuse or threatening of an Official or competitor or another person	\$5,000	1. Endorsement of Competition Licence for minimum of three(3) months and maximum of twelve(12) months And/or 2. May be referred to MotorSport New Zealand for further action	4
A2.5 Breach of any specific requirement or obligation of Driver or Entrant for which no other penalty is specified in this Schedule under: (a) National Sporting Code, or (b) Any Appendix or Schedule to an Appendix thereof, or (c) The Standing Regulations or Supplementary Regulations (if any) of Meeting or Event	\$3,000		
A2.6 Failure to attend Driver's Briefing (Organisers or Category)	\$500		
A2.7 Submitting a false declaration relating to validity of Civil Drivers Licence (NSC 43(2) refers)	\$1,500	Suspension of competition Licence until 30 June 2027.	
A2.8.1 Failure to Produce: Vehicle logbook at Safety Audit inspection	\$300		

A2.8.2 Failure to produce vehicle identity papers (vehicle or safety cage/bar Homologation) when required to do so	\$300		
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CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.9 Competing in or entering competing vehicle not eligible for Meeting or Event under Category Technical Schedule Performance and/or Reliability	\$3,000	1. Exclusion from Meeting or Event or Part of the Meeting or Event 2. Endorsement of Competition Licence for minimum of one(1) month and maximum of twelve(12) months	4
A2.10 Competing in or entering competing vehicle not eligible for Meeting or Event under Category Technical Schedule Non-performance and/or reliability	\$1,500		
A2.11.1 Failing to present competing vehicle: For eligibility inspection when required to do so Or A2.11.2 To Parc Fermé when required	\$3,000	Up to 10 Grid Penalty for the next race and Exclusion from the race results	
A2.12.1 Failure to have MotorSport New Zealand official seals fitted	\$1,000	Up to 10 Grid Penalty for the next race or Exclusion from the session results	

A2.12.2 Found to have broken, tampered with or removed MotorSport New Zealand seals as applied	\$3,000	Exclusion from the Series, Meeting or Event, And Deduction of all Championship or Series points since seal application date	
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CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.12.3 Found to be ineligible following removal of official seal(s) for technical compliance inspections by an appointed Technical Officer or Series Technical Officer.	\$3,000	Exclusion from the Series, Meeting or Event, And Deduction of all Championship or Series points since seal application Date, And Endorsement of Competition Licence for minimum of one(1) month and maximum of twelve(12) months	
A2.12.4 Pushing a vehicle by the Driver or by another competing vehicle along the circuit or pushing it across the finishing line	\$1,000	<u>Practice and Qualifying</u> Up to five(5) grid place penalty <u>Race</u> Exclusion from the race	3
A2.13.1 Disregard of Red Flag/lights	\$3,000	<u>Practice and Qualifying</u> To be moved up to five(5) grid places back in starting grid for the next race and, or exclusion from Session <u>Race</u> Exclusion from the race	4 4

A2.13.2* Failing to slow for Red Flag/lights	\$1000	<u>Practice</u> To be moved up to five(5) places back in starting grid for the next race	3
	\$1500	<u>Qualifying</u> To be moved up to five(5) places back in starting grid for the next race and/or Fastest Lapttime deleted	3
	\$2000	<u>Race</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	3

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.14.1* Failing to slow for single Yellow Flag/lights		<u>Practice</u> Reprimand or moved back up to three(3) grid places for the next race	2
		<u>Qualifying</u> To be moved up to three(3) places back in starting grid for the next race	2
		<u>Race</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	2
A2.14.2* Failing to slow for double Yellow Flags/flashing Yellow lights		<u>Practice</u> Reprimand or to be moved up to five(5) grid places back in starting grid for the next race	3
		<u>Qualifying</u> To be moved up to five(5) places back in starting grid for the next race and/or Fastest Lapttime deleted	3
		<u>Race</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	3

A2.14.3 Overtaking or failing to Maintain position under the Yellow flag/lights		<u>Practice</u> Reprimand or to be moved up to five(5) grid places back in starting grid for the next race	3
		<u>Qualifying</u> To be moved up to five(5) places back in starting grid for the next race and, or Fastest Laptime deleted	3
A2.14.4* Overtaking or failing to maintain position under the yellow flag/lights which has not been <u>redressed</u> within one(1) lap		<u>Racing</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	3
A2.15 Disregarding the black flag with number or black flag with orange disc	\$1,500	<u>Practice</u> To be moved up to ten(10) places back in starting grid for the next race	4
		<u>Qualifying</u> Exclusion from Qualifying session	4
		<u>Racing</u> Exclusion from Race	4

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.16 Causing Qualifying session to be Red Flagged		To be moved three(3) places back in starting grid for the next race	
A2.17* Failing to respect Blue Flags/lights		Up to thirty(30) second time penalty or Pit Lane Drive Through	2
A2.18 Failing to respect Chequered Flag.		<u>Practice</u> Reprimand	
		<u>Qualifying</u> Fastest Lap Time during session deleted	

		<u>Race</u> up to a thirty(30) second time penalty	
A2.19 * Breach of Code of Driving Conduct (Schedule Z, Article 15)	\$1000	<u>Practice</u> Excluded from the Practice session	Up to 3
	\$1000	<u>Qualifying</u> To be moved three(3) places back in starting grid for the next race	Up to 3
	\$2000	<u>Racing</u> Up to thirty(30) second time penalty or Pit Lane Drive Through, or up to five(5) grid place penalty if the Driver failed to finish the race	Up to 3
	\$2000	<u>Post-Race Inquiry:</u> Up to thirty(30) seconds added to race time. An additional time penalty may be applied.	Up to 3

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.20 Careless driving causing or likely to cause an incident	\$2,000	<u>Practice / Qualifying</u> To be moved five(5) places back in starting grid for the next race <u>Racing</u> A minimum of thirty(30) seconds added to Race time And Endorsement of competition Licence for minimum of one(1) month and maximum of six(6) months	Up To 4 Up To 4
A2.21 Dangerous Driving (performing an act or omission creating very serious risk with deliberate disregard of the consequences)	\$3,000	Exclusion from race, Qualifying or Practice session, or start from the rear of the grid in the next race if the driver failed to finish And	 Up To 5

		Endorsement of competition Licence for minimum of three(3) months and maximum of twelve(12) months	
A2.22* Leaving the Circuit and gaining an advantage		<u>Practice</u> Reprimand <u>Qualifying</u> Loss of lap time of the lap and the following lap if an advantage has been gained on the following lap.(Track and Corner Specific) Multiple offences may incur a further time penalty at the discretion of the Race Director <u>Race</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	0 Up to 2 Up To 2
A2.23.1 Breach of formation/positioning lap procedures		Up to five(5) second time penalty	1

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.23.2 False start		Up to ten(10) second time penalty. An additional time penalty may be applied	
A2.24* Breach of Rolling Start or Safety Car Regulations		Up to ten(10) second time penalty or Pit Lane Drive Through	
A2.25* Undertaking Practice Starts other than as permitted		<u>Practice</u> Reprimand <u>Qualifying</u> Loss of fastest Qualifying lap <u>Racing</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	1
A2.26* Weaving after the Safety Car lights are extinguished.		Up to ten(10) second time penalty	

A2.27* Crossing the pit entry line when not entering the pits, Or Crossing the pit exit blend line when leaving Pit Lane		<u>Qualifying</u> To be moved up to five(5) places back in starting grid for the next race.	
		<u>Racing</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	
A2.28* Failing to stop at Pit Lane red light		<u>Practice</u> Reprimand	1
		<u>Qualifying</u> To be moved three(3) places back in starting grid for the next race	1
		<u>Race</u> Pit Lane Drive Through	2

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.29* Breach of Circuit Regulations		<u>Practice</u> Reprimand	0
		<u>Qualifying</u> Loss of lap time of the lap and following lap on which the breach occurred. Multiple offences may incur a further time penalty at the discretion of the Race Director	Up to 1
		<u>Race</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	Up to 2
A2.30 Breach of Parc Fermé regulations	\$1,000	Time penalty of up to thirty(30) seconds. In case of interference, up to exclusion	
A2.31 Breach of Category Testing Articles	\$3,000	Start from rear of grid, race one at Circuit where offence has been committed, or next race as appropriate And Endorsement of Competition Licence until 30 June 2027	
A2.32* Breach of Pit Lane Speed Limit		<u>Practice</u> Reprimand	Up To 2

		<u>Qualifying</u> Reprimand	Up To 2
		<u>Racing</u> Up to thirty(30) second time penalty or Pit Lane Drive Through	Up To 2
A2.33 Failure to have correct numbers or advertising affixed during Meeting	\$1,500		
A2.34 Breach of Promotional Responsibilities or activities	\$1,500	First Offence: Warning Further Offence: Loss of up to five(5) championship points	

CATEGORY OF OFFENCE	STANDARD PENALTIES		SERIES DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
A2.35 Additional team personnel on starting grid	\$750		
A2.36 Failure to complete documentation/sign on requirements within specified time frame	\$1,500		
A2.37 Lodgement of 'frivolous or vexatious' Inquiry or Protest deemed by Race Director	\$3,000	Up to 30 second time penalty And/or Exclusion from the race results	Up to 4
A2.38 Failure to complete the prescribed timed CPS in accordance with Article 7 of these Championship Articles		1. A recall to the pitlane via Race Radio to complete the remainder of timed CPS, if identified during the race Or 2. If the full prescribed pit stop time is not completed and is discovered after the completion of the race, the remaining time for the prescribed pit stop plus thirty(30) seconds will be added to a driver's time	

A2.39 Breach for any conditions detailed around the use and operation of judicial cameras in Article 12	\$500 \$1000	Qualifying: The competitor may be excluded from the Session Race: Up to thirty(30) seconds may be added to the competitor's race time	
A 2.40* Failure to comply with Article 7.5 requirements when using vehicle air jacks to lift car during CPS		Thirty(30) seconds be added to the competitor's race time	
A 2.41 Competition vehicle arriving at the assembly area with on-board fire extinguisher not active	\$500	Any session 2 place grid penalty for the next race and not permitted to enter the track until active	
A 2.42 Failure to follow correct pitlane procedure during practice or qualifying as per Article 6.7	\$750	1st offence – Reprimand 2nd offence - \$500 fine and 2 place grid penalty for the next race Subsequent offences - \$750 fine and 5 place grid penalty for the next race	
A 2.43 Failure to maintain adequate grid space at race start between championship grids		15 second time penalty added to the competitors race time	
A 2.44 Failure to maintain a gap of less than 7 car lengths to the preceding car during a formation lap		15 second time penalty added to the competitors race time	
A 2.45 Failure to roll across grid boxes during a race start procedure		5 second time penalty added to the competitors race time	