



ITM TAUPO SUPER 440 TAUPO INTERNATIONAL MOTORSPORT PARK 10-12 APRIL 2026

WRITTEN DRIVERS BRIEFING

Please take a few minutes to read these briefing notes, this briefing is issued to assist in the running and management of the event. If you have any inquiries regarding the Event your first point of approach is a Competitor Relations Officer (CRO).

If you are a New Driver, then you must attend the **NEW DRIVERS** briefing at 8.00am on Friday 10th April in the Scrutineering Shed in the Support paddock.

All Drivers **MUST** attend their **Compulsory** verbal Drivers Briefings that will be taking place on Friday as per the Supplementary Regulations Part 2 Article 3 (b) and (c), you must sign the sign on sheet when you arrive at the Briefing.

CIRCUIT INFORMATION:

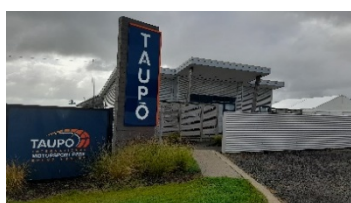
Lap Length:	3.3 km
Pole Position:	Standing Starts Left Hand Side, Rolling Starts Right Hand Side
Speed Limit in Pit Lane:	40 km/h
Safety Car Control Line:	Turn 14
Red Flag Control Line:	In front of Grid 15

OFFICIALS OF THE MEETING:

Motorsport NZ Stewards:	Martin Fine, Janet Phipps, Glen Climo
Clerk of the Course:	Craig Finlayson
Race Director GR86:	Howard Atwell
Race Director TA2:	Haylee Wallace
Assistant Clerk of the Course:	Gary Lathrope, Haylee Wallace, Caitlin Day
Competitor Relations Officers:	Wendy Metcalfe, Louise McCoy

LOCATION OF MSNZ KEY OFFICIALS

MSNZ Stewards, Assistant Clerks of the Course, Race Directors and Competitor Relations Officers (CROs) – should you need to meet any of these Officials this is the building they will be located in, which is on the left-hand side of the entry gates to the park, see image below:



COMPETITOR RELATIONS OFFICERS CONTACT DETAILS:

Should you require any assistance during the Event your first contact is the CRO's.

Louise McCoy: 021 170 8184
Wendy Metcalfe: 021 423 234

EVENT SCHEDULE & TIMETABLE:

The Schedule is Time Certain. At this Event there is live TV coverage, it is imperative to adhere to the Event Schedule and Timetable. Each Category has a specific time slot allocated to Practice, Qualifying and Races. Should there be any stoppages or hold ups during any of your Sessions it may be necessary to shorten or adjust the Sessions. Should this occur, you will be notified by Race Radio, and the Venue PA system or by the Event Officials.

PADDOCK MOVEMENT TO ASSEMBLY AREA:

All Categories will be called via Race Radio or the Venue PA system to the Assembly Area approximately 20 minutes prior to your Session commencing, it is imperative that you are positioned at the Assembly Area ready to go when your Category is released.

During Race Sessions, ALL Cars are to be assembled IN GRID ORDER prior to being released onto the Circuit.

All Categories will be released for their Formation Lap a minimum of three (3) minutes prior to their Scheduled Start Time.

CIRCUIT SPECIFIC REQUIREMENTS

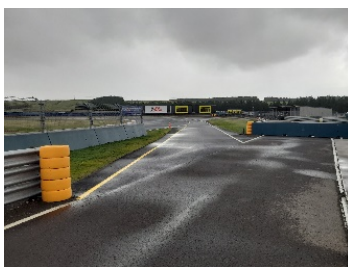
CHANGES TO THE CIRCUIT:

There are NO major changes to the circuit in the last 12 months.

ENTRY/EXIT TO THE CIRCUIT:



PIT LANE ENTRY: to the Circuit will be from the Assembly Area located at the western end of control complex. You will proceed to this area via a gate onto the Assembly Area where you will be released on to the Circuit.



PIT LANE EXIT: Once your Session or Race has commenced you must use the new Pit Exit when exiting the Pit Lane, this will be controlled by red and green lights mounted at track level on **DRIVERS RIGHT** of Pit Exit. You must obey these lights. There is also a set of blue lights at Pit Lane Exit these are for Drivers entering the Circuit from the Pit lane to indicate another vehicle is traveling down the front straight at the time you would be entering the Circuit.



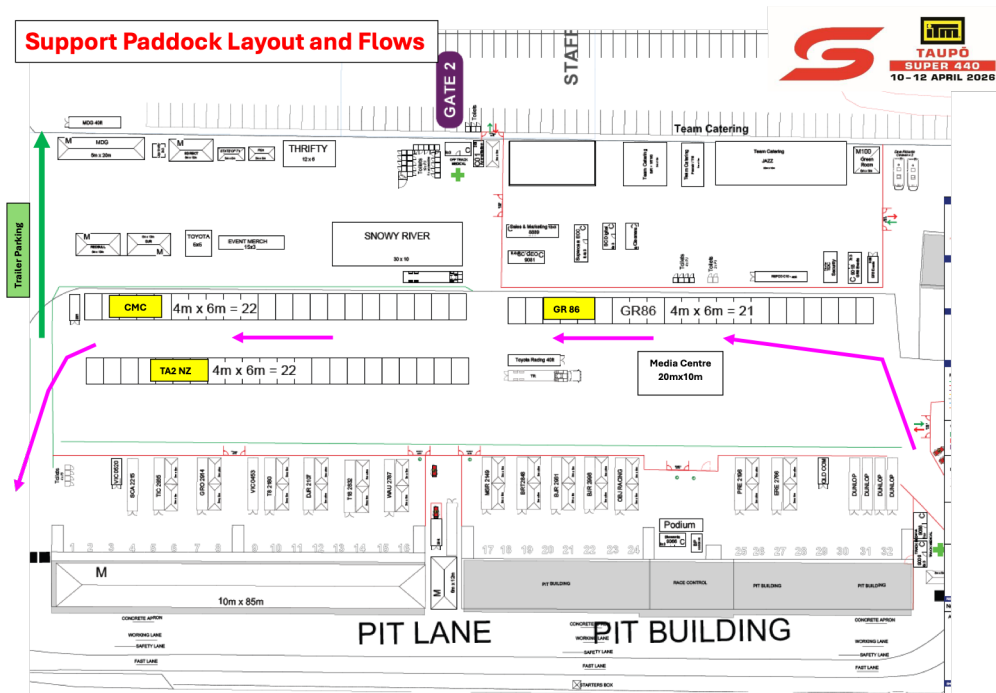
PIT EXIT LIGHTS: Pit exit lights are the Seiko Clock

END OF PRACTICE, QUALIFYING & RACE SESSIONS - EXISTING THE CIRCUIT:

Your vehicle will receive the chequered flag and then exit the Circuit by entering Pit Lane just after Turn 13. You will be directed by Marshals to TURN RIGHT immediately before the control building **DO NOT** continue down the Pit Lane, continue back to your Pit Paddock Area with Caution and at a **MAXIMUM SPEED of 10KPH**.

For ALL Cars: after turning right from the Pit Lane you will drive back to your Paddock Area as per the diagram below. Cars that might be required for technical checking will be directed to the MSNZ Scales located in the Scrutineering Shed.

If your Car is in Pit Lane at the end of your session: you will need to move the vehicle towards the Pit Exit and turn right at the Assembly Area to exit the Pit Lane back to your Marquee NB! This process needs to be done with the upmost care as you will be traveling against normal traffic flow in the Paddock Area. Please follow officials instructions.



PIT LANE ENTRY LINE:

At Pit Lane Entry and Pit Lane Exit, there are solid lines separating the Exit and Entry lanes from the Circuit, known as the Blend Lines, they are long and painted yellow, no vehicle may cross a blend line when entering or leaving the Pit Lane.

Any Driver intending to enter the Pit lane shall signal their intention in good time and shall ensure that it is safe to do so.



PIT LANE EXIT LINE:

When exiting the Pit Lane, vehicles leaving the Pit Lane MUST stay to the right of the painted yellow line separating the acceleration zone from the circuit.



FINISH LINE:

For Toyota 86, TA2, and Central Muscle Cars your finish line is the white painted line down stream of grid box 1, please ignore the checked flag painted across the circuit downstream from grid boxes 9 and 10 as shown in the photo below.



REPEATER LIGHTS:

There is a repeater set of starting lights mounted to the catch fence drivers right at grid boxes 14 & 15 as shown in the photo below.



OFFICIAL NOTICEBOARD AND RESULTS:

The Official Notice Board will be on Sportity App, the password for the App is **SC-TAUPO**

This will be used to notify Competitors of any Official Bulletins, Decisions, Results, Starting Positions, and any further publication of any documents as applicable.

END OF SESSION/ RACE PROCEDURE:

Be aware you **may** be directed through Spaghetti Junction on the warm down lap. A marshal will be on the track at Turn 9 entry to direct you **if required** into Spaghetti Junction. If slower cars are still racing you may be held for a short period before entering the main straight to return to the pits.

TURN TWELVE (12) REQUIREMENTS FOR ALL CATEGORIES:

- Competitors must adhere to the defined Circuit by making a Left Turn at TURN 12.
- Should any Competitor overshoot Turn 12 and use the grass the following criteria shall apply:
 - Practice: Reprimand
 - Qualifying: Lap time will be deleted and the following lap which the advantage has been gained
 - Racing: Competitors must re-join safely at Turn 13 or 14, any position advantage must be

addressed immediately or a penalty A4Z.16 may apply.

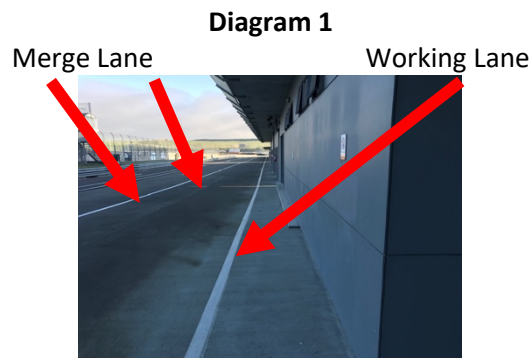
- An alternative route has been created if Drivers overshoot the entry to Turn 12. This provides Drivers the ability to avoid undertaking the action of doing a U-turn and driving towards oncoming traffic to re-enter the Circuit. This alternative entry may **only** be used when overshooting the entry to Turn 12 and the Driver must give way to all traffic entering the pits from the Circuit.



PIT LANE CONTROL LINES:

The Pit Lane Speed demarcation line is between the broad white lines at the Pit Lane Entry and Pit Lane Exit, the Speed Limit is 40KPH.

Diagram 1 – Vehicles are only permitted to stop in the Working Lane, from the Fast Lane vehicles may only cross the Merge Lane for the minimum distance required to safely enter or exit their Pit Bay.



FUEL AND WASTE OIL:

Competitors are reminded of MSNZ requirements for the storage and handling of Fuel as outlined in the Code of Practice – Fuel.

There is an overnight fuel storage shipping container on the sealed paddock area located towards the Trailer Park for excess fuel storage. Fill in one of the brown tags on the desk inside the container, tie the tag to your fuel container and leave it inside the container. Fuel is not to be stored overnight in Pit Marquees.

Ethanol based fuel: If you are running ethanol-based fuel such as E85 / E50, **please let the CRO know** so they can let our Fire Marshals on the track know.

Li-Ion Batteries: Lithium Ion (Li-Ion) batteries are becoming more and more common in race cars. They have the advantage of being lightweight compared to the equivalent Lead Acid battery. Whereas the batteries have their advantages they also have their drawbacks. One such drawback is the risk of a thermal runaway where due to overcharging or damage, the battery overheats and eventually may catch fire. Although rare, it does occur. When the battery catches fire they are very difficult to extinguish.

To help rescue crews at MotorSport NZ events identify cars fitted with Li-Ion batteries, you are required under Schedule A Part One Article 5.5 (5) (a) to have a sticker (shown below) installed adjacent to the competition number on each side of the car if you have an Li-Ion battery installed.



These stickers are available through the Motorsport NZ office.

<https://store.motorsport.org.nz/product-category/safety/>

There are Waste Oil containers located alongside the scrutineering shed this is for waste oil only. A reminder that car parts or waste oil is not to be dumped into the rubbish bins.

MEDICAL ISSUES:

Any Competitor who has a pre-existing medical condition that may be needed to be known by our medical team are to advise the medics on the day. Your information be will respected and confidential. Give them your name car number and condition you are wanting them to be aware of.

EVENT WITHDRAWAL:

If you are withdrawing from the Event, it is essential that you notify the secretariat, which is located at the bottom of the race control tower.

EXIT FROM THE VENUE:

Please note that all traffic must turn **RIGHT** when exiting Taupo International Motorsport Park.

The road to the left is a private road and it will be used as an exit for the Public Car Park so it is likely to be very congested.

A penalty for non-adherence to this requirement may be applied.

TAUPO INTERNATIONAL MOTORSPORT PARK AND SUPERCARS REQUIREMENTS:

Please refer to the Supercars Support Category Contract requirements, a copy of this will be available to view at the Secretariat or from your Category Manager.

Power leads in the Pit Marquees must be positioned as to not be a trip hazard.

No jacks are to be placed on the tar seal without timber footplates.

No mechanical repairs are to be completed without a full “drop sheet” placed under vehicle.

PROMOTIONAL ACTIVITY:

Teams are reminded that there is to be no Promotional Activity outside of your Pit Paddock Location.

GENERAL RACE INFORMATION

CIRCUITSIDE PITS:

All Crew Members entering the Pit Lane **MUST** have a Pit Lane Access Sticker on the back of their accreditation pass (refer to Supplementary Regulations Part 2 Article 6.a), if you don't have a Pit Access Pass you **WILL NOT** be able to enter the Pit Lane.

Pit Lane and Wall: During the Race Start Procedure (for Grid Starts Only) 1 Crew Member is permitted to guide their Car into the Grid Box, once the Car is in the Grid box ALL Crew Members **MUST** immediately leave the Pit Wall and return to the Garage Line in Pit Lane until the last cars have passed Flag point 1.

Pit Crew are advised to take extreme care when crossing the Pit Lane as Sessions may be live.

No stopping: There will be NO STOPPING in the fast lane at any time.

No equipment may be placed on the Signaling Wall at any time

Pit wall is for pit crew only – limited to three (3) persons per team.

MSNZ SCALES:

The MSNZ Scales are located in the Scrutineering shed, for **TA2 NZ and GR86 Teams** when manoeuvring Cars to the scales this must be done with the upmost Caution by either pushing or driving the car in the lane directly outside your marquee Only, under NO CIRCUMSTANCES are cars to be pushed or driven on the lane directly behind the Pit Lane Garages.

FLAG POINT LIGHTS LOCATED AROUND THE CIRCUIT:

The Alitrax circuit lights system is installed at all nine flag points and above the start line.

If a Safety Car is deployed during racing the alternating yellow lights will come on and SC will illuminate on the flag point light arrays. In the event of failure of the lights system, flags will be used.

FIRE EXTINGUISHERS LOCATED AROUND THE CIRCUIT:

Fire extinguishers are located at each Marshal Point around the circuit. Ensure that you familiarise yourself with the location of these points and if you require an extinguisher during a session, stop near one of these Points.

FLAG POINT ZONES:

Flag point zones are marked with blue marker pegs at intervals around the Circuit, please familiarise yourself with these zones, this is where the no passing zone begins in the case of yellow lights/flags. If you inadvertently pass someone under a yellow light you have one lap to redress as per the current MSNZ manual. Note – This redress provision does not apply during Safety car operation.

RACE INQUIRIES:

Should you feel that you need to lodge an inquiry form because of an incident or action by another Competitor, it is recommended that you complete an inquiry form, the CRO's will have these forms.

Inquiries into any part of a race may be lodged with the Clerk of the Course, or an Assistant Clerk of the Course, or your category Race Director on the Race Inquiry form within thirty(30) minutes after the completion of the race concerned. It will be the responsibility of the Clerk of the Course or Assistant Clerk of the Course, Race Director, to give a written reply to the Inquiry Form as soon as practicable.

If you wish the officials to view any in car footage, then it must be shown on your working device to them once you have viewed the footage **before** lodging an inquiry form.

RED FLAG PROCEDURE:

In the event of a RED FLAG during **Practice/Qualifying** the red lights will come on right around the Circuit, REDUCE SPEED IMMEDIATELY and drive at a safe speed to enable you to stop suddenly if required and return to the Pit Lane. If there is remaining time in your Practice or Qualifying session after the Circuit is cleared, you will be released with a green light at Pit Exit.

In the event of a RED FLAG during **RACING** the red lights will come on right around the Circuit. You must STOP RACING IMMEDIATELY and drive at a safe speed to enable you to stop suddenly if required and proceed to the Red Flag Control Line at Grid 15 with no passing. Line up in single file to await further instructions.

DRIVER SAFETY:

Should your Vehicle stop on the Circuit for any reason during Practice, Qualifying or a Race **the Driver must indicate with in 5 seconds by a “THUMBS UP’ signal either out the window or through a slightly opened door** to indicate that they are medically ok, if no signal is received the session may be immediately neutralised and Medical will be sent to the Driver.

PRACTICE START:

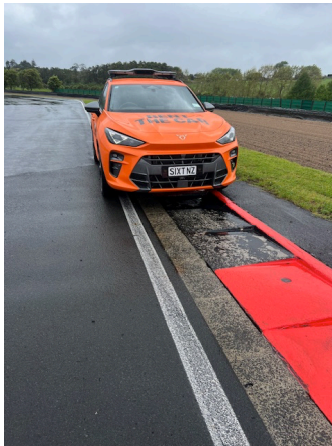
A practice start is ONLY PERMITTED at the Pit Lane Exit Speed De-restriction Line at the commencement of the formation lap or during Practice/Qualifying.

CIRCUIT LIMITS:

Drivers must use the Circuit at all times. For the avoidance of doubt, the white lines defining the Circuit edges are considered to be part of the Circuit, but the kerbs are not.

A Driver will be judged to have left the Circuit if:

All four(4) tyres of the vehicle are outside the white lines defining the Circuit edges:



Acceptable



Not Acceptable

Should a vehicle leave the Circuit the Driver may re-join, however this may only be done when it is safe to do so and without gaining an advantage or interfering with any other Competitor.

A Driver may not deliberately leave the Circuit without justifiable reason.

MECHANICAL FAILURE:

Should this occur move off racing line and park as far off the track as possible – DO NOT get out of your Car unless there is a Fire, you must also indicate with the “Thumbs Up” signal if you are Medically OK, follow instructions given by Officials.

If dropping oil it is essential you do not continue around track. If it is not possible to get the car clear of the Circuit, remain in the vehicle and await instructions from a rescue/flag marshal. You must obey all instructions given by Officials.

Flag points have fire extinguishers, for you to use, if required.

Let the marshal know what you need, and we will get it to you as soon as we can. You may be towed to a safer spot – Do NOT try to jump start your car while being towed.

OFF TRACK EXCURSIONS:

Always stay within the confines of the circuit, ie. inside the white lines. Re-join Circuit as near as possible to exit point. If you are re-joining the circuit for whatever reason – ensure the way is clear and re-join slowly and carefully. Do not spray stones or debris over the Circuit. Should you gain an advantage drop back into the running order before the incident or you may receive a penalty.

RACE START PROCEDURES:

Grid Start Race:

Vehicles will be released from the Assembly Area in Grid Order, they will proceed around the Circuit on their Formation Lap and stop in their Grid Position ready for a Race Start.

Once all Vehicles are stationary in their Grid Positions 5 second light system will commence, once all 5 lights are out you are Racing.

Rolling Start Races For TA2 NZ:

Vehicles will be released from the Assembly Area, they will proceed around the Circuit on their first (1st) Formation Lap DO NOT stop at the start line continue around the Circuit on your second (2nd) Formation Lap where you will pick up the Safety Car at Turn 7, vehicles are to then form up in your 2 x 2 positions, the Safety Car lights will then be switched off after Turn 11 and the Safety Car will power away to the Pit Entry, vehicles are to remain in their 2 x 2 position maintaining the same speed prior to the Safety Car lights going out, once you get to Turn 13 onto the front straight when all the Red Lights on the start gantry go out you are Racing.

Handicap Race Starts:

Vehicles will be released from the Assembly Area on their Formation Lap and stop on the Grid in their allocated Positions, the Handicap Start Procedure will then be as follows: Flag drops to start the first group and for all subsequent groups as per the handicap intervals. You must remain in you grid box, if you roll up – you will receive a time penalty.

Additional Start Lights:

A repeater Start Light is located on the catch fence at Turn 13.

CODE OF DRIVING CONDUCT:

Competitors are to be familiar with Schedule Z Article 15 Code of Driving Conduct. Competitors should familiarize themselves with the Code of Driving Conduct. Clarifications have been written of unacceptable driving behaviour and can be found here with this link:

<https://motorsport.org.nz/wp-content/uploads/CodeOfDrivingConductGuidelines-22-10-2025.pdf>

The general approach will be:

- That of providing respect and racing room to fellow competitors
- Do not expect to profit from an error of judgment whether by accident or design.

WHAT WILL BE TOLERATED:

- Close racing, no driver may disadvantage another driver.

WHAT WILL NOT BE TOLERATED:

- Non-compliance with the Code of Driving Conduct (Schedule Z 15)

Specifically, the following conventions will be used:

- If a driver continually 'shorts cuts' corners they will be penalised.
- More than one change of direction to defend a position is not permitted.
- Changing line prior to, within or exiting a corner which causes contact with another car
- Late diving to inside of corner to pass or attempt to pass if contact results
- Driving outside the white line at edge of track

Also, the debris that is brought back onto the track does adversely affect fellow competitors.

Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity, if the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

SAFETY CAR RESTART PROCEDURE:

When the Safety Car turns off its flashing lights and accelerates away from the field to return to Pit Lane.

- The lead vehicle will maintain the speed set by the Safety Car prior to it turning off its flashing lights until the signal to restart is given.
- All weaving must stop and no erratic acceleration or braking, nor any other manoeuvre likely to impede other competitors is permitted.
- Drivers must maintain a single file behind the lead vehicle.
- The Race will recommence when the signal to restart (green light or flag) is displayed.
- When the signal to restart is given all Flag Points will immediately extinguish the light(s) of the signal light system and/or withdraw their yellow flag and "SC" board.
- Drivers must maintain single file, line astern until their vehicle has crossed the Safety Car Control Line
- Once your vehicle has crossed the Safety Car Control Line, overtaking is permitted.

A video tutorial can be found here <https://www.youtube.com/watch?v=E7Egie6PD5k>.

ALCOHOL CONSUMPTION:

The Consumption of alcohol is NOT PERMITTED at the Event, due to Event Safety and liquor licencing laws at the Venue.

CREW:

A friendly reminder to all drivers that you are responsible for the conduct and behaviour of your crew.

Thank you for taking the time to read this briefing, have a safe and enjoyable weekend.

Issued by:

Craig Finlayson

Craig Finlayson
Clerk of the Course
7th April 2026

TAUPO INTERNATIONAL MOTORSPORT PARK

MotorSport New Zealand MEMBER OF FIA

LENGTH: 3.32KM
DIRECTION: ANTI-CLOCKWISE
ADDRESS: 463 BROADLANDS ROAD, TAUPO

— START/FINISH LINE
— RED FLAG CONTROL LINE
— SAFETY CAR CONTROL LINE

TAUPO MOTORSPORT PARK

MotorSport New Zealand MEMBER OF FIA

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