

**TradeZone GTRNZ**

Welcome again everyone. Time is marching on and it seems hard to believe that our season is only 6 weeks away. Depending on your relationship with your mechanic it is time to beg/threaten them to make sure your car is ready and to check your hotel bookings. Here is the latest news from the club:

# NEW CUPS FOR GT2 and NZGT



We are offering two new *fun* cups for GT2 and NZGT competitors this season aimed at those people racing in the bottom half of each group. We know that someone has to be “not the quickest” and so these new cups will recognise that there is an achievement to be had at all levels of our sport.

We are calling them the NZGT Secretary’s Cup and the GT2 President’s Cup and these will be presented at prizegiving with our other awards.

How are they worked out? Simple really, we work off points awarded at each round for NZGT and GT2. The class is split in two and everyone in the bottom half is awarded points based on the normal system (so the fastest car at the split gets 75 points towards the cup, the next gets 67 etc). This is done for qualifying and each race just like the championship cups.

Where the number of drivers is not even, the split favours the smaller number in the bottom half i.e if there was 15 competitors then the bottom 7 are eligible. The split is made each individual qualifying or race and so the results should be a real lottery!

These cups are offered in the spirit of fun and we hope that our people racing at this end of the field enjoy seeing how they go throughout the season.

# Promoting Your Sponsors This Season

The club has available quite a few tools at your disposal to help you look for sponsorship or to keep and existing sponsor happy. Many of you would have seen the photobooks that were at the AGM. These are Apple photobooks printed out of iPhoto and can easily be modified with sponsors logos, more of your car, your car on the cover etc and they look fantastic!

The cost depends on what you do and how many you print but Keith will have these at each event or just give him a call to discuss what options there are for you. Of course this is only possible because of our friendly photographers who generously give the club full use of the photos which is why we try to build special relationships with them.



There is also a DVD of all the videos Keith made last season available. The DVD has all the high def files as well which you can access via a computer. Don't forget that all these videos are also on our Facebook page. We shouldn't dismiss the power of Facebook in promoting ourselves and our sponsors. We know that in the case of the V8SC meeting there were as many views of the GTRNZ films as another class that was on Sky, so broadcasting may tick some boxes but it doesn't necessarily mean more exposure.

The other option might be for you to set up your own iPad display such as the one Keith had at Prizegiving. These displays are really cost-effective if you have ever priced out a "real" touchscreen system and they look uber cool. There is a little more involved in setting one of these up so if you want to go through the costs involved just give Keith a call.

The real benefit for your sponsor could be that when you aren't using the system at the track you could leave it in the sponsor's shop/business.

Keith will have the iPad system at each of our rounds this season so you can take a closer look if you are interested.



**TradeZone**  
**INDUSTRIAL**

For everyone's engineering supplies

[www.tradezone.co.nz](http://www.tradezone.co.nz)

## ***Driver Conduct Under The Spotlight***

At the MSNZ AGM, GTRNZ commented that we thought the pencil drawings showing various racing scenarios was a really useful document for drivers and we asked that MSNZ develop these further. Yesterday a document was released by MSNZ firming up these original drawings and so we urge you to study them.

None of us want to have car damage and so the more we can discuss situations like these the better. It is interesting to look at the drawings and then compare them to crashes we had in GTRNZ. If we all agree that these guidelines are worthwhile then would it change the way you might drive?

In our club's case we have special circumstances where the guidelines are **maybe** a little harder to interpret. This might be where a very fast GT1 car is racing alongside a slower car and can expect that the "right to the line" might not be so clear-cut with their superior braking and acceleration and we certainly saw evidence of this at the V8SC meeting.

Developing a culture within the club where we feel that we can discuss these scenarios in a meaningful way and respect each other as drivers and competitors is important and so please feel free to submit your questions, scenarios and we'll do our best to keep our club a friendly happy place to race. The full document is attached to this newsletter and can also be found on our website as well as the MSNZ website.

## ***Memberships Due Now***

Don't leave your memberships to the last minute please as this makes the veins on Nigel's forehead go even bigger. Seriously though, he has a lot of paperwork to get ready for each round and so please get them done asap if you are intending to race with us this season. See our previous newsletter for information on race numbers.

## ***GT1 Tyre Rules***

We may be applying for a bulletin to modify our GT1 tyre rules after some discussions among GT1 competitors. A new draft rule has been developed by Greg Sandilands and so if you are planning on competing in this class please contact Greg for a copy or to discuss the proposed changes. These are just a suggestion at this time and nothing will be done to the Series Articles without the full buy-in of GT1 drivers. Greg's contact details are on the website.

Finally from us, we want to send out our wishes to Roger Brader who is currently battling cancer. Roger is a valued member of our club and we hope things improve for him. Good luck Roger.

## **Race Calendar**

<b>R1</b>	<b><u>Taupo</u></b>	<b>October 26-27 (Test day 25 Oct)</b>
<b>R2</b>	<b><u>Pukekohe</u></b>	<b>November 16-17 (Test day 15 Nov)</b>
<b>R3</b>	<b><u>Taupo</u></b>	<b>January 4-5 (Test day 3 Jan)</b>
<b>R4</b>	<b>Hampton Downs</b>	<b>February 2014 1-2 (Test day 31 Jan)</b>
<b>R5</b>	<b><u>Manfield</u></b>	<b>February 2014 22-23 (Test day 21 Feb)</b>
<b>R6</b>	<b>Hampton Downs</b>	<b>March 2014 22-23 (Test day 21 March)</b>
<b>V8SC</b>	<b><u>Pukekohe</u></b>	<b>April 12-13 (non points round, one grid GTRNZ cars only)</b>
<b>R7</b>	<b><u>Taupo</u></b>	<b>April 2014 19-20 (Test day 18 April)</b>

Recently a document has been developed to clarify breeches of the Code of Driving Conduct. This is designed to assist with providing interpretations to assist Stewards, Clerks of the Course and Competitors when making decisions. Thanks go to the assistance provided by BMW Race Drivers Series with the development of the document.

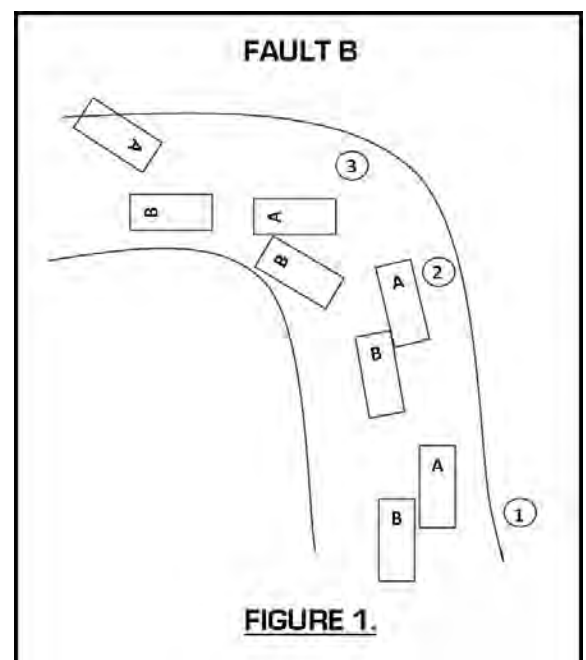
The following are guidelines to clarify situations that can occur during races. There are 2 overriding principles that apply at all times:

- Firstly, a driver must not cause an avoidable accident
- Secondly, drivers must give each other "racing room"

1. **General** – the responsibility for passing another car safely rests with both drivers. The overtaken driver should be aware that he/she is being passed, he/she must not impede the pass by blocking and both drivers must give each other racing room.
2. **Right to the Line** – the driver in front has the right to choose his/her line on the track so long as it is not considered blocking. A passing driver only has the right to his own line when he can make a pass without contact and there is adequate room to achieve it.
3. **Blocking** – a driver may choose to protect his or her position so long as they do not block. Blocking is defined as 2 consecutive line changes on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. Drivers are prohibited at all times from changing lines in a corner.
4. **Car to Car Contact** – contact between cars when passing, resulting in one car having an off track excursion or one car gaining an advantage is not permitted. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another car results.
5. **Racing Room** – in the situation where a car is required to give "racing room" - it is defined as a full car width between the subject car and the edge of the track or another car

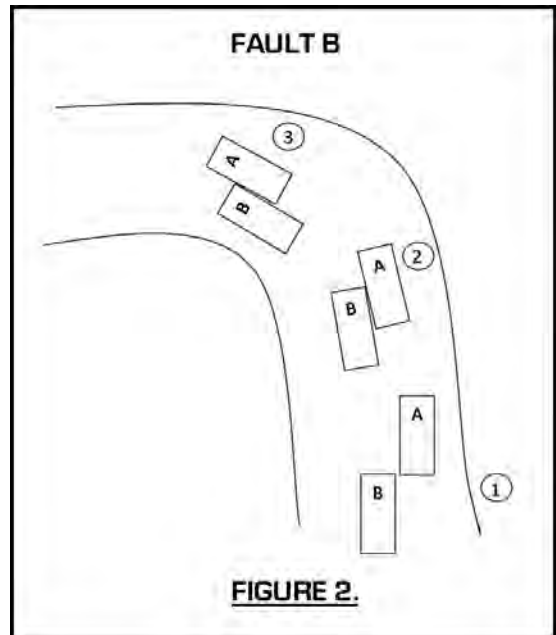
**Figure 1.**

Car B is attempting to pass car A going into a left hand corner. There is contact between the 2 cars at point 2. At that point car A has the right to his line through the corner and car B is not able to maintain their line without contact. Car B caused contact, so car B is at fault.



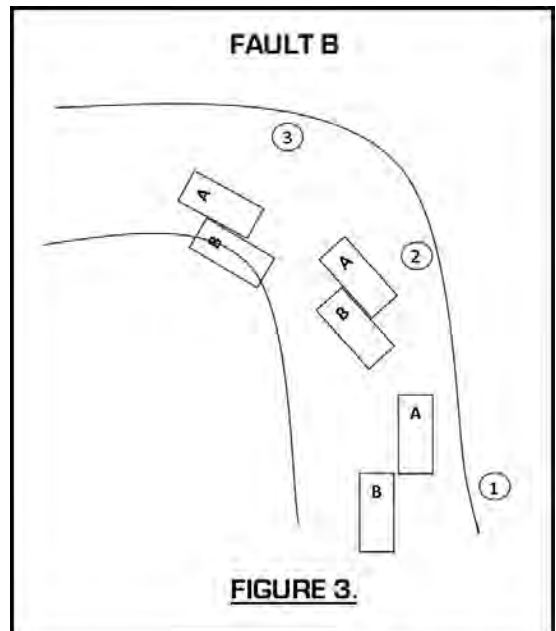
**Figure 2.**

Car B is attempting to pass Car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding his line and leaves room for car B to make the pass, car B has an obligation to make the pass without contact, car B is at fault.



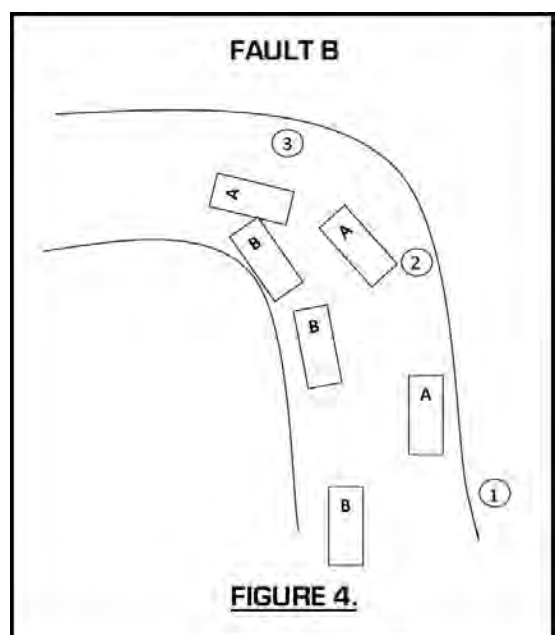
**Figure 3.**

Car B is attempting to pass car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding the line and car B has pushed its way into a gap that isn't there. Fault lies with car B.



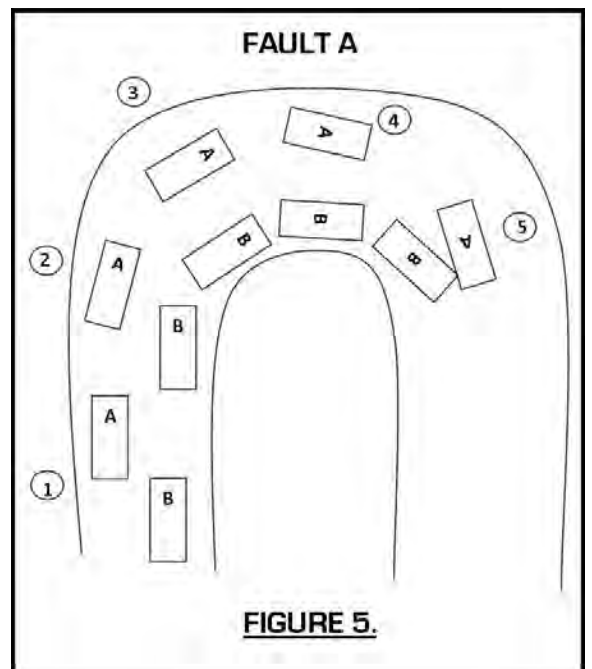
**Figure 4.**

Car B is attempting to pass car A into a left hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B is attempting a last minute pass and ends up locking all four wheels and sliding into the side of Car A. This is a collision possibly resulting from poor judgement and over aggressive driving on the part of car B. Car B is at fault.



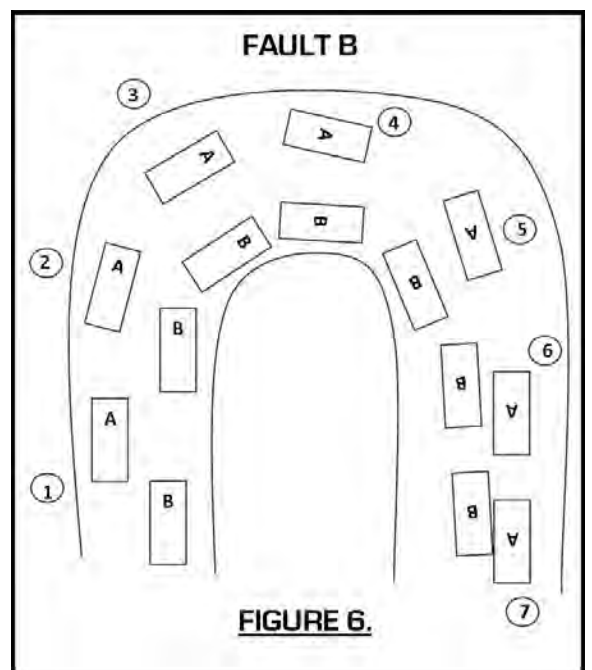
**Figure 5.**

Car B is attempting to pass car A on the inside of a tight right hand turn. At points 3 and 4, car B has pulled alongside car A and clearly has the right to be there. There is no excuse for the driver of car A not to see car B- at point 5. He has not given car B racing room. Fault lies with car A.



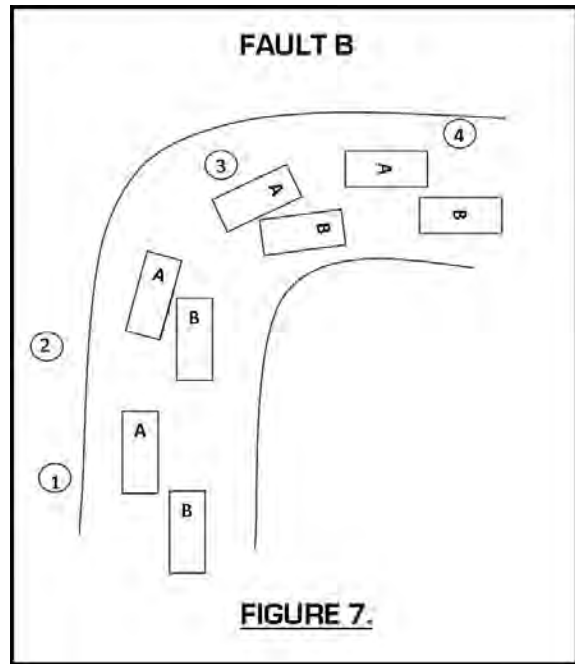
**Figure 6.**

This is similar to Figure 5; however, car A regains the lead and control of the line after point 6. Car B makes contact with the side of his nose to the rear of the tail of car A with the real possibility of spinning him causing car A to leave the circuit. Fault lies with car B for this contact.



**Figure 7.**

Car B attempts to make a pass on car A. At point 2, all is ok as both cars have racing room. However at point 3 the driver of car B loses control of the rear of his car and makes contact with the side of car A. This might normally be considered a racing incident however, it could be considered that car B was overdriving, fault would likely lie with car B as it gained an advantage through contact.



**Figure 8.**

Car B attempts to make an inside pass but misses the turn in point probably due to overdriving and continues straight ahead. The driver of car A is expecting the pass and has allowed car B plenty of room. Car A makes the assumption that car B will turn in at the normal turn in point and the result is contact at point 3. Fault is with car B.

