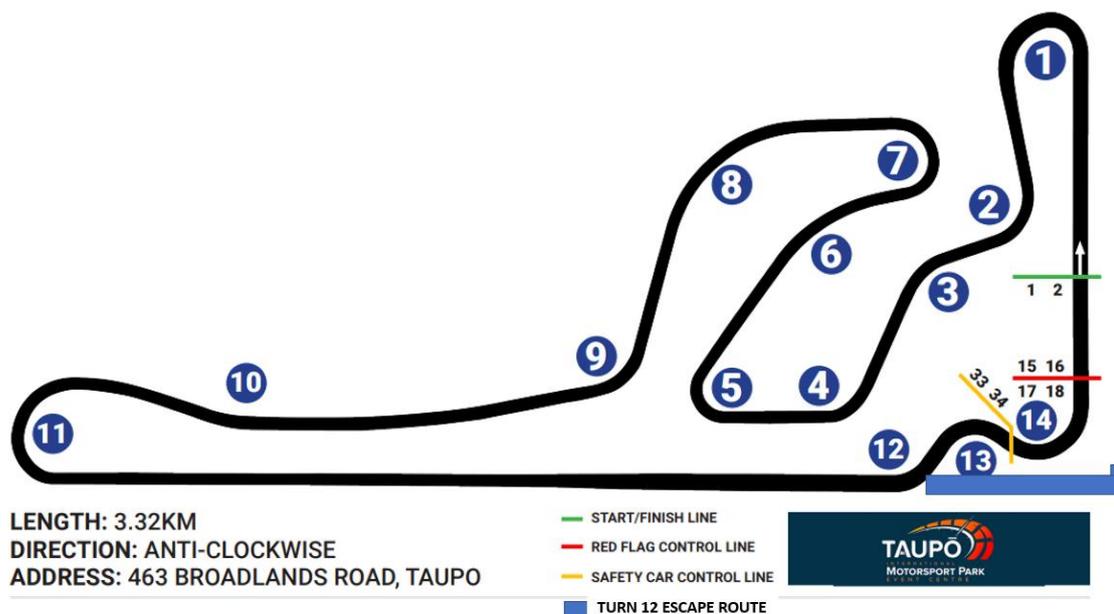


Written Drivers Briefing

NZIGP Great Lake Taupo 2026

Date: 28-29 March 2026

Track: International Circuit



Welcome to Taupo International Motorsport Park & Entertainment Centre. Please take a few minutes to read this briefing as it will assist in helping this meeting run smoothly.

OFFICIALS:

Clerk of the Course: Malcolm Clunie

Assistant Clerks of the Course: Peter Woodward, Steve Collier, Vijay Dheda

Competitor Relations Officers: Wendy Metcalfe & Rachel Mackey

MotorSport Stewards: Mark McLean (Chair) Alistair Steele, Janet Phipps

Secretary of the Meeting: Raewyn Burke

Timing: Nick Little

Chief Scrutineer: David Thompson

Judges of Fact: As per Supplementary Regulations Part Two

PROGRAMME OF EVENTS

We ask competitors to be aware of what is happening and respond to the calls to form up on the dummy grid. Cars are to form up so they enter the circuit in grid formation order.

Driver's Briefing: Steps outside Documentation

- **Saturday: 28/03/2026 at 08.00am.**

New Driver's Briefing

If you are a New Driver (competed in less than three meetings, first time at Taupo or a returning competitor after an absence of two years) then you must attend the NEW DRIVERS briefing.

New Drivers: You must attend the NEW DRIVERS briefing immediately after the Driver's Briefing on the steps near Documentation. If wet, we may move it to one of the upstairs suites TBA. Attendance is compulsory for all new competitors.

Code of Driving Conduct Guidelines: A new version of the Code of Driving Conduct Guidelines was issued effective 22/10/2025. Please ensure you have read them.

House Keeping: Please refer to the House rules at the end of the briefing notes, questions on house rules are to be directed to Motorsport Park Staff not Race event officials.

Competitor Relations Officer: If you have any queries or require any assistance regarding the meeting, your first point of contact is the CRO whose contact details will be on the documentation office window, start there and contact one of the CRO's to meet you.

FLAG POINTS AND CONTROL LINES:

Signals - This circuit uses MSNZ-approved Signal Lights on all Flag Points which will be used for all qualifying sessions and races, flags may be used in conjunction with the lights. Please note the positions of the Flag Points being used during qualifying.

In the case of a light failure, flags will be used as a backup.

Sector Markers - Please be aware of the **BLUE** sector markers prior to the flag points; 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.

The **Start & Finish line** – Is located at the front of the grid and marked with a thick white line across the circuit. Starts will be via lights & flag and you are to remain **stationary** on your grid position until the appropriate signal is given.

Race Radio Communication – Race Radio may be manned in race control if personnel are available to provide this service. Test transmissions may be made at the Assembly Area asking competitors to confirm their race radio is working.

ENTRY/EXIT TO THE CIRCUIT:

From the Assembly Area, At the start of each race entry to the circuit will be from the assembly area located at the western end of control complex through Pit Exit 2

At all other times track entry will be by Pit Exit 1 prior to the assembly area where cones will be positioned to show the entry point.

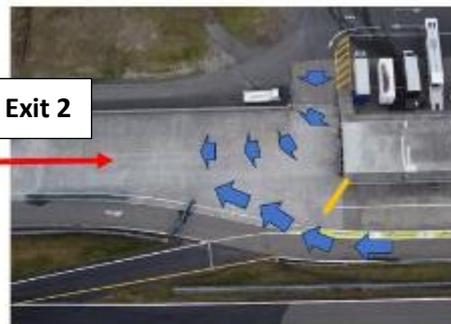
Cars located in Pit Lane Garages are to proceed along pit lane to the assembly area – please be aware that there may be crews from previous race in the lane.

Exit from pitlane 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 that are for drivers entering the track from the pits. These indicate that there is a car on Pit Straight

Circuit entry

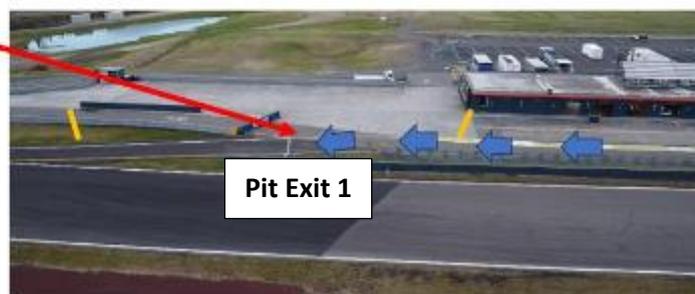
All cars must enter the circuit via the dummy grid.
Arrival at the assembly area (dummy grid) for the start of session.

Pit Exit 2



Entering the circuit during a session.

Pit Exit 1



EXIT from the circuit will be by entering pit lane and turning right immediately before the control building.

PIT LANE BLEND LINES:

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.

RED FLAG (LIGHT) PROCEDURES:

During Qualifying – End of session – Reduce speed significantly, do not overtake, come into pit lane. You will be redirected to Pit Exit if Qualifying is to restart.

During a Race – Reduce speed significantly, do not overtake, line up in single file behind the **red flag control line** which is just behind grids 15 & 16 (see track map). We will advise if the race will continue and direct you to your correct position for the restart

Please follow the Grid Marshals' instructions so we can proceed as soon as possible.

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.
- 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 (see track map for position of Safety Car Control line)

ASSEMBLY:

All Categories will be called via Venue PA system to the Assembly Area approximately 10 to 15 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.

START PROCEDURES:

You will be released from the Dummy Grid for the formation lap.

Proceed to your allocated position on the grid and stop in your position.

All Grid Starts will be via lights, and Handicap starts will be via flags. At the first flag drop only the first group will start, **DO NOT ROLL UP.**

The flag will drop for each subsequent group – only that group will go on that flag drop.

As per Schedule Z, 8.1 (2) Any Driver in position on the grid but unable to take part in the Start shall clearly and visibly indicate this to the starter and other competitors. The race may be started and the car attended to by Recovery.

END OF SESSION/ RACE PROCEDURE:

Once you receive the chequered flag, you will reduce speed and return to the Pits. **DO NOT PASS OTHER CARS** unless they are stopped.

Be aware you may be directed through Spaghetti Junction on the warm down lap, A yellow light/flag will be displayed on Flag Point 5 (after Turn 8).

A marshal will be on the track at turn 9 entry to direct you 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

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 Lap time will be deleted.

Qualifying Fastest Lap time will be deleted.

Racing Competitor must re-join safely at Turn 13 or 14, any Position advantage must be addressed immediately but safely, or a penalty may apply. **OR,**

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 in the pit entry and not stop in the pits if they have taken this route.



Pit Wall: Pit Wall is closed for the duration of race starts; spectators are not to be in pit lane until the last cars have passed flag point 1. Spectators are to obey the circuit rules for footwear and age limits. No objects or limbs are to protrude outside the metal framework.

Results & Official Notice Board: Results will be displayed at the Documentation Office where documentation was held.

Driving Behaviour, Off-Track Excursions and Mechanical Failure: Please be particularly mindful of your driving behaviour.

Remember the passing etiquette both when passing and when you are passed. If you have an off-track excursion, re-join as near as possible to the exit point ensuring the way is clear, re-join slowly and carefully, do not spray stones or debris on the circuit. Should you gain an advantage, please redress it to avoid a possible penalty.

If you think your car may be losing fluid, move off the race line and even on to the grass.

If you have a mechanical issue and can't make it back to the pits, try and get as far off the track as possible, flag points are good places. **Stay in the car - DO not get out of the car unless absolutely necessary.**

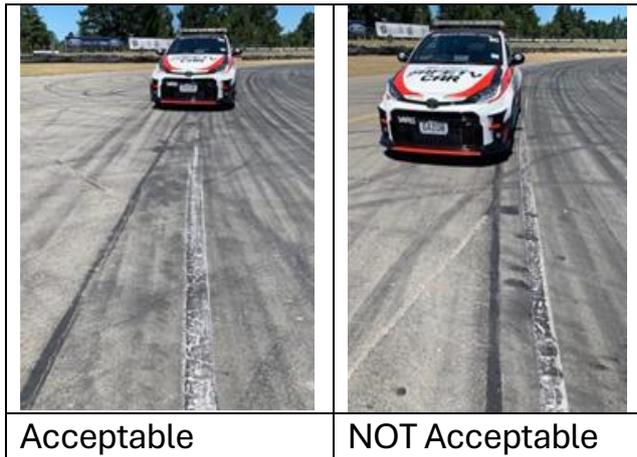
Flag points have fire extinguishers if needed. Flag Marshals are NOT fire trained and do not wear suitable PPE, they can direct you to the extinguisher or pass it to you but will not assist with the fire control.

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.

CIRCUIT LIMITS:

Schedule Z has changed – it now says “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.”



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.

Race Fuel & Refuelling: Refuelling of competition vehicles may only be carried out in the paddock area which begins from the pit garage doors at the sealed paddock area end of the garage.

Withdrawals and Hire Transponders: Please advise an official as soon as practical if you need to withdraw; also remember to return any hired transponders to the Documentation Office at the conclusion of your racing.

Medical: 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.

Issued by: Malcolm Clunie– Clerk of the Course