

Rules : version 19.0.0

This version is the primary release to get the 'Class Rules' section out as early as possible so that hopefully people can be attracted to the class and organise their 2019 career with Tamiya GT as early as possible.

Rules yet to be defined:

- Tyre compound recommendations.
- Defined wheelbase, wheeltrack & ride height
- Outline weight range

Further sections are coming:

- Driving standards
- Penalty system
- Championship points and scoring
- Race formats

These rules may be changed during the race season.

Newer version rules will supersede previous versions.

Please see the website <http://www.nhrccc.org.nz/> for the latest version.

1. CLASS RULES

- a. NHRCCC may accept cars that are outside of these rules.
- b. We reserve the right to revoke entries that have been previously accepted outside of the rules.

Note: we will monitor driver experience, race results, and evaluate on a case by case basis. Cars may be excluded, or other penalties applied at the discretion of NHRCCC Race Control.

c. CHASSIS

- i. The chassis must be a Tamiya TT-02
Note: previous year rules allowed for TT-01, TB-01, TL-01. These are no longer accepted.
- ii. The kit must be a standard TT-02 kit.
Note: No drift, 'S' or 'R' Spec, or any other special editions. There are a variety of different kit sets with different hop-ups, and plastic parts have different hardness ratings.
- iii. The kit must be assembled as per the instructions.
Exceptions are:
 1. items in **1.c.v**
 2. Application of decals & paint
 3. Wheels & Tyres
- iv. There must not be any omission of parts or building steps from the instructions.

- v. There is a limited range of parts that are allowed to replace standard parts. They must be used for the purpose they are designed.

These include and are limited to:

1. Bearings
 2. Aftermarket Shocks (dampers)
 3. Aftermarket Springs
 4. Alloy motor mount
 5. Aftermarket Alloy Wheel Hexes
 6. Alloy Center Shaft
 7. Hi-Torque Servo Saver
 8. Aftermarket Body Clips
- vi. There must not be any modification of parts.

Note: Basically, if it doesn't say you can do it, then you probably can't. If you're unsure, contact Race Control via the website or directly on race day.

Examples of things that are prohibited include:

1. CVD's
2. Alloy Steering racks
3. Sway bars
4. Upgraded shock towers
5. Adjustable turnbuckles
6. Optional gear sets
7. Ball diffs
8. Non-standard diff grease
9. Non-standard diff friction levels

d. BODY SHELL

- i. The body shell must be a body shell that is purchased with a Tamiya TT-02.
- ii. The body shell must be a replica of a real car.
- iii. The body shell must be in the form of a GT style car.
 1. Examples include GT3, GT300 & GT500
- iv. Current Tamiya kit sets that comply with **1.d.i & 1.d.ii & 1.d.iii** are (as of 29-12-2018):

1. [#58566 Mercedes-Benz SLS AMG GT3](#)
2. [#58597 ENEOS SUSTINA RC F](#)
3. [#58599 Raybrig NSX Concept-GT](#)
4. [#58607 Subaru BRZ R&D Sport 2014 Rd.2 Fuji](#)
5. [#58619 Petronas TOM's RC F](#)
6. [#58625 Motul Autech GT-R](#)
7. [#58639 Mercedes-AMG GT3](#)
8. [#58645 Subaru WRX STI NBR Challenge](#)

- v. No painted windows. Headlight, tail light, & grill decals must be used. Cars should have an authentic style paint scheme.

Note: Lets promote the sport, with photos of great looking cars having great racing. We do not expect people to use all of the kit set decals.

The paint scheme can be different to what is pictured on the box. A grid full of identifiable brands and cars would be ideal.

- vi. The body shell must be trimmed, assembled and mounted as per instructions.

e. TYRES

- i. Tyres must be rubber. No foam tyres.
- ii. Wheel rims to be spoked, keeping with the authentic spirit of the class.

Note: No speed disc, racing style rims.

f. MOTOR

- i. Must be the Tamiya Sport Tuned Brushed motor as supplied with the TT-02 kitsets.

- ii. No modifications are permitted.

Note: Modifying the motor wires or plugs is not allowed. Hard soldering the motor is not allowed.

iii. MOTOR COOLING

1. No fans allowed.
2. No motor scoops allowed.
3. Heat sinks that are a single type of material only are permitted.
Note: Items that may attach to the heat sink, such as fans, or scoops are not a single type of material.
4. Heat sinks designed to clip onto motors are permitted as long as they have no moving parts.
5. Heat sinks are limited to a single heat sink only.
 - a. The optional Alloy Motor Mount is not counted towards the heat sink limit.
6. Cooling devices used to lower the temperature of the motor are not permitted.

Note: Items like thermoelectric coolers used in the pits before a race are strictly banned in the spirit of the class.

g. BATTERY

- i. Must be a standard sized 2s lipo.

Note: No shorty packs. We want to promote longer race events & keep the weight of each entry the same.

h. RACE NUMBER

- i. You may choose a race number.
- ii. Numbers will be made available to 'PRO' licence applicants first, and then to 'PRO-AM' drivers once the season has started.
- iii. Numbers will be allocated on a first-in-first-served basis, with those meeting all of the PRO licence requirements first
- iv. Race numbers will start at 1, and finish at 999.
- v. Number 1, 51 & 97 are permanently reserved numbers
 1. Number 1 is permanently reserved for the Current Tamiya GT Champion.
 2. Number 51 is permanently reserved for Greg Murphy.
 3. Number 97 is permanently reserved for Shane van Gisbergen.
 4. If permanently reserved numbers are not used, they remain unavailable.
 5. Permanently reserved numbers are not compulsory to use.

- vi. Numbers can start with zero, up to a maximum of 3 digits.
- vii. Numbers starting with zero will include reserving all numbers of the same numerical value.
Note: That means, if a driver reserves 007, no other driver can choose 07 or 7 as their own number.
Note 2: A number database will be available on the website, so you may choose an available number.
- viii. Numbers will be perpetual until the start of a new season. Once the season has started, unclaimed numbers will become available.
Note: Numbers can form part of your identity like Greg Murphy, Shane van Gisbergen. So it would be cool to keep your same number year after year. But, if you don't apply for the licence the following year, you may lose your number.
- ix. If no number is chosen, the lowest available number will be supplied.
- x. If you wish to change your number mid-season, extra administration costs may apply.
Note: Hopefully we'll get some window stickers printed for PRO & PRO-AM drivers, hence the possible costs passed on if changing. Numbers will come after the start of the season.

2. DRIVER DIVISIONS

- a. There will be 2 driver divisions, PRO & PRO-AM.
- b. A driver will be PRO-AM by default.

3. PRO DIVISION

This is an additional set of rules that supplement the CLASS RULES section 4. Applicable to 'PRO' division drivers only.

a. CONTROL TYRES

- i. Tyres are supplied with the licence, and costs are included.
- ii. Tyres remain the property of the licensee, and will be returned on the prize giving meeting, or earlier if requested.
- iii. The Tyres will have an identification mark. The marking will identify the owner. The owner will get the same set of tyres handed to them at each race meeting.
- iv. Tyres supplied with the licence must be raced during all practice, qualifying and race sessions.
Note: no practicing on different rubber during race day. Managing tyres is going to be a new component to this seasons racing.
- v. Tyres must be collected from Race Control during Drivers Registration.
- vi. Tyres must be handed back to Race Control before the end of race day.
- vii. No tyre-warmers or artical warming of tyres.
- viii. Wheels can be painted to match your colour scheme.
 - 1. Painting must take place at the track, after tyres have been handed out, and before they need to be handed back

- 2. Tyres will be premounted, no disassembly will be allowed to paint.
- ix. No modification to the tyre, insert, or wheel is permitted.
- x. In the case of damage or wear, the driver can purchase a new set of the control tyres.
- xi. Changing tyres will result in a loss of championship points to the maximum value of 1 round.

b. CONTROL MOTOR

- i. We will have a rudimentary control system for 2019.
- ii. Motors will not be supplied by NHRCCC
- iii. Motors will not be handback.
- iv. In the case of damage or wear, the driver can purchase a new motor.
- v. Changing motor will result in a loss of championship points to the maximum value of 1 round.
- vi. The motor control system, if unsuccessful maybe abandoned.
 - 1. If we decide to abandon the control motor, we shall reinstate any points lost as a result of motor changing penalties.

4. APPLICATION TO PRO DIVISION

- a. To become a 'PRO' division driver, they must acquire a licence from NHRCCC. Steps to acquire a licence include:
 - i. Being a paid member of NHRCCC for the Competing Championship year
 - ii. Completed an online registration process.

Note: NHRCCC maybe close the registration process at any time. NHRCCC has a limited supply of the control tyres.

Note 2 :This process will include acknowledging & accepting some specific rules surrounding Tamiya GT. It may also include uploading a photo of the entrants body shell.

- iii. Paid in full the Licence fee.

Note: The licence fee will mostly cover the cost of the control tyres, rims & inserts. Different tyres will be used for Indoors & Outdoors.

- b. If NHRCCC cannot supply any further control tyres for the 'PRO' division, no further licences shall be supplied.

Note: An 'Expression of Interest' form was posted on the NHRCCC website, and we have placed orders with suppliers from those results in consideration. As of 26/12/2018, 6 people have responded as interested, and 7 unsure.

