

SANCTIONED ARTICLES GOVERNING THE 2017/18 Sport Saloons Cup Race Series



Preamble

The South Canterbury Car Club on behalf of the NZ Sport Saloons Register hereby declares that the following Articles to be those governing a Motor Racing Series for drivers of Sport Saloons Cup eligible cars.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 13204

The Series is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the organisers of each round of the Series.

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Technical Regulations - Schedule SP,
- The Event Supplementary Regulations issued by the inviting Clubs.

1. INTERPRETATION:

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

“The Series” or **“SS Cup”** means the Sport Saloons Cup Race Series for cars complying with Schedule SP; and

“The Register” means the NZ Sport Saloons Register; and

“Round Organiser” or **“Inviting Club”** means the MotorSport NZ member Club organising a Meeting and/or Event which is a round of the Series; and

“National Sporting Code” or **“NSC”** means the National Sporting Code issued by MotorSport NZ from time to time; and

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

2. OBJECTS:

The overlaying philosophy of Sport Saloons Cup is that it is an enjoyable, low-budget class of saloon racing with minimal regulations, and all participants are expected to abide by the spirit of this philosophy.

The register started in 1986 as Street Saloons, and was always home to the typical street racer, deeply involved in engine swaps and various modifications involving large engines into smaller cars or rotary powered vehicles. A major change in 2002 saw Japanese imports take over, the name change to Sports Saloons and major engine swaps restricted. In 2016, the class went back to its roots by allowing significant freedom of modification to vehicles and defining the class by lap times, rather than cc rating and other criteria. Specific time brackets means cars can be endlessly modified but if they are too fast, they move up a class, or out of the Series. It is again hoped to have a Series that is not ruled by money, but by skill, knowledge, and ability both on and off the track, and the Series name has been altered to reflect this change; SS Cup (Sport Saloons Cup).

3. ELIGIBILITY:

3.1 All drivers shall hold a C1 Grade Competition Licence or higher and if the entrant is other than the driver, an Entrant's Licence is required in the name of the entrant.

3.1.1 All drivers shall be financial members of The Register or any MotorSport NZ affiliated Club.

Note: *Drivers who are not current members of The Register shall not be eligible for Series points.*

3.2 Eligibility shall be for vehicles complying with the specifications set out in Schedule SP as detailed in Part Two of these Articles.

3.3 All entrants and drivers shall agree to submit their vehicle to eligibility scrutineering when required by the appointed Series MotorSport NZ Technical Officers for compliance to Appendix 2, Schedule A and Appendix 4 of the National Sporting Code.

3.4 **Classes:** There are three(3) Classes as follows:

(1) Class A: being vehicles capable of laps times (in dry conditions) of:

- Levels: 1'.11.00 – 1'.12.99
- Ruapuna: 1'.36.00 – 1'.38.99
- Highlands: 1'.20.00 – 1'.24.99

(2) Class B: being vehicles capable of laps times (in dry conditions) of:

- Levels: 1'.13.00 – 1'.15.99
- Ruapuna: 1'.39.00 – 1'.42.99
- Highlands: 1'.25.00 – 1'.28.99

(3) Class C: being vehicles capable of laps times (in dry conditions) of:

- Levels: 1'.16.00 and slower
- Ruapuna: 1'.43.00 and slower
- Highlands: 1'.29.00 and slower

3.5 Class Eligibility Requirements: The Class a competitor commences in is determined by either, their best lap time achieved at the first meeting they compete in, or, the Class nominated by the competitor on the Series entry form, whichever is the faster.

3.5.1 A competitor may apply to the Series Coordinator to change to a higher Class at any time. Once approved, the competitor's Class points are then recalculated in accordance with Article 10.1.3. A competitor may not change to a lower Class.

3.5.2 A competitor shall stay in their Class even if they do not achieve the bracket times at a particular round.

3.5.3 Where it can be proven that an obvious gross mistime has occurred then that time may be disregarded from the system – however the final decision rests with the Series Coordinator.

3.6 Class Eligibility Times: Any competitor that exceeds the minimum lap time as stated in Article 3.4 above in any Qualifying and/or Race at any time during the Series shall be penalised.

3.7 Article 3.6 will still apply if a competitor fails to finish the race.

4 SERIES PERSONNEL:

4.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

4.1.1 Sport Saloons Cup

Series Coordinator:	Cate Paddon
Address:	83 Hassall St Watlington Timaru 7910
Phone Home:	03 684 3456
Mobile Phone No:	027 841 2560
Email:	sscupnz@gmail.com

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

- (a) Deal with all administrative matters including receiving all Round entries.
- (b) Record and publish all Series points schedules.
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles.
- (d) Ensure correct placement of decals on vehicles contesting the series.
- (e) Act as a Judge of Fact in accordance with NSC86(c) with respect to breakout lap times.
- (f) Act in the capacity as a Competitor Relations Officer (as detailed in National Sporting Code, Article 88) for the Series Competitors.

- 4.1.2 Sport Saloons Cup Series Scrutineer:** This position will be shared by the individual Round Chief Scrutineers, as appointed by the Round Organiser, who will take on the responsibilities of the Series Scrutineer. The names of the Chief Scrutineers will be advised in the Supplementary Regulations applicable to each individual Round.

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 Register's behalf to:

- (a) Deal with all technical matters pertaining to the series.
- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations, and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle, and
- (e) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven.
- (f) To advise and/or assist the Series Coordinator in imposing any applicable penalties as authorised within these Articles.

- 4.2** All correspondence shall be addressed to the Series Coordinator, who is authorised by The Register to carry out all the necessary administrative duties for the Series.

5 SERIES STRUCTURE:

- 5.1** The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	7 October 2017	Highlands	South Canterbury Car Club
2	28-29 October 2017	Ruapuna	Canterbury Car Club
3	11 November 2017	Levels	South Canterbury Car Club
4	3-4 March 2018	Levels	South Canterbury Car Club
5	21-22 April 2018	Ruapuna	Canterbury Car Club

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

6 ROUND FORMAT

- 6.1 Practice (Testing):** Sessions will be available to all Drivers prior to any Round subject to availability and track hire charges set by the Inviting Club.
- 6.2 Qualifying:** There will be one(1) Qualifying session of a minimum of fifteen(15) minutes duration.
- 6.3 Race format:** There are planned to be three(3) races at each Round.

6.4 Races scheduled run to the following format:

Round	Round Venue	Race One	Race Two	Race Three
1	Highlands	6 Laps	6 Laps	6 Laps
2	Ruapuna	6 Laps	6 Laps	6 Laps
3	Levels	8 Laps	8 Laps	8 Laps
4	Levels	8 Laps	8 Laps	8 Laps
5	Ruapuna	6 Laps	6 Laps	6 Laps

6.5 Starting Procedures: At all Rounds the starting procedure will be a standing start in accordance with the provisions of Appendix 4, Schedule Z, Article 8.1 of the current New Zealand MotorSport Manual.

6.6 Races: shall be run to the following race structure:

(1) **Race One:** Starting positions will be determined in order of Qualifying times with the fastest car on pole position. Any Qualifying time recorded that is faster than the Class time bracket shall not be used in determining grid placing.

(2) **Race Two:** Starting positions will be determined by the order of Class finishing position in Race One, with each Class finishing order reversed. Class A competitors to the front, followed by Class B, and Class C the rear group on the grid. There shall be no gaps or breaks in the grid between classes. Those competitors that did not record a finishing position from Race 1 shall be placed at the rear of their respective classes in the following order:

(a) Those competitors not finishing Race 1, in order of laps completed, followed by

(b) Those competitors not starting Race 1, in order of qualifying time, followed by

(c) Any driver excluded from Race 1, provided their exclusion does not prevent them from taking part.

(3) **Race Three:** Shall be a reverse grid handicap start by Class, Class C to the front, followed by Class B, and Class A the rear group on the grid. Class starting positions will be determined by the fastest time from Qualifying or Race 1 or Race 2, with the fastest vehicle in each Class to the rear of that Class grid. Any Qualifying or Race time recorded that is faster than the Class time bracket shall not be used in determining grid placing. Lap times recorded by a competitor excluded from either Race 1 or Race 2 may still be used to determine the grid position for Race 3. Each Class grid shall be started by flag drop, with the time delay between each Class set by the Series Coordinator.

6.7 At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserve the right to shorten and/or cancel any practice/Qualifying Sessions and/or Races in the case of Force Majeure.

6.8 If there are only two(2) races at any Round for any reason, the Handicap race (Race Three) will not take place.

6.9 Where circumstances require Sport Saloons Cup to merge with another class at an event, conformity with that class's race formats may be required.

7 TIMEKEEPING

- 7.1 The Round Organiser, the Inviting Club, or the host circuit shall provide timing equipment that will be deemed to be the official timing equipment for the meeting.
- 7.2 All competitors shall ensure that timing equipment is looked-after with all due care and attention whilst in their possession and that all equipment is returned as and when requested.

8 PENALTIES, PROTESTS and APPEALS

- 8.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties. In addition, the Register, in conjunction with the Clerk of the Course, may impose Series points deduction penalties as listed below. These penalties shall be in addition to penalties imposed by the Clerk of the Course and / or Stewards.

- Series points may be deducted up to a maximum of 100 points per Race depending on the infringement as determined by the Clerk of the Course and/or Stewards.

- 8.2 Specific penalties in addition to Article 8.1 above, for exceeding Class Eligibility times in any Qualifying and/or Race, as per Article 3.4:

(1) By 0.249 seconds or less:

- (a) Qualifying:** deletion of the lap time and deduction of two(2) Overall and Class points per lap, with four(4) or more instances in any one(1) Qualifying session resulting in the competitor being excluded from the results of that Qualifying session.
- (b) Races:** deduction of two(2) Overall and Class points per lap, with four(4) or more instances in any one(1) race resulting in the competitor being excluded from the results of that race.

(2) By 0.250 seconds or more:

- (b) Qualifying:** deletion of all Qualifying times and that competitor shall start from the rear of the grid.
- (b) Races:** the competitor shall be excluded from the results of that race.

- 8.3 If a competitor in Class A exceeds the Class Eligibility time as described in Article 3.4(1):

- (1) By 0.249 seconds or less:** the competitor shall be penalised in accordance with Article 8.2(1).

(2) By 0.250 seconds or more:

- (a) For the first four(4) occurrences:** the competitor shall be penalised in accordance with Article 8.2.
- (b) For the fifth occurrence:** the competitor shall be excluded from the Series.

For the purposes of this Article 8.3, each Qualifying or Race in which a competitor is excluded in accordance with the provisions of Article 8.2 shall count as one(1) occurrence.

8.4 If a competitor in Class B or Class C exceeds their Class Eligibility time as described in Article 3.4(2) or (3):

(1) By 0.249 seconds or less: the competitor shall be penalised in accordance with Article 8.2(1), however shall remain in their current Class.

(2) By 0.250 seconds or more:

(a) For the first or second occurrence: the competitor shall be penalised in accordance with Article 8.2(2), however shall remain in their current Class.

(b) For the third occurrence: the competitor shall be penalised in accordance with Article 8.2(2), and additionally reassigned to the Class the new time dictates. Class points are then recalculated in accordance with Article 10.1.3.

For the purposes of this Article 8.4, each Qualifying or Race in which a competitor is excluded in accordance with the provisions of Article 8.2 shall count as one(1) occurrence.

8.5 All competitors and their teams are expected to uphold a high standard of behaviour at all times whilst in attendance at a Meeting and/or Event. Any actions that may, in the opinion of the Series Officials, reflect badly on the Series, the Club, or the Series sponsors may result in penalties being applied under the National Sporting Code and may include possible exclusion from the Series.

8.6 Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).

8.7 Competitors/Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.

8.8 Competitors/Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

9 SERIES ENTRY:

9.1 Entry into the Series shall be made on the Series Entry Form as provided with these Articles and submitted to the Series Coordinator for acceptance. By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code and thereby become eligible for the awards and other benefits available under these Articles.

9.2 Entry to each Round of the Series (which is separate to the Series Entry) shall be made to the Event Organiser of the Round, on their official entry form and by their specified closing dates.

9.3 The Register will allocate competition numbers to all Competitors/Entrants of the Series. Prior to 1 September 2017, last season's Competitors may request their same number again; excepting that the actual numbers will be issued on a '1st come' basis, and excluding numbers '1' '2' and '3' which will be allocated (in that order) to the previous season's Series 1st, 2nd and 3rd overall placed. All numbers on competing vehicles shall comply with the prescriptions of Appendix Two Schedule A, Article 6.2.

9.4 CONDITION OF ENTRY:

9.4.1 The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented, and 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 Schedule SP.

9.4.2 The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as detailed within these Articles.

9.4.3 The Series Organiser reserves the right to accept or decline entries into the series as per NSC 21.

10 POINTS:

10.1 Points: Points will be allocated on each Series Race at each Round to all Drivers based on overall finishing order:

OVERALL and CLASS PLACINGS					
1 st	40	15 th	26	29 th	12
2 nd	39	16 th	25	30 th	11
3 rd	38	17 th	24	31 st	10
4 th	37	18 th	23	32 nd	9
5 th	36	19 th	22	33 rd	8
6 th	35	20 th	21	34 th	7
7 th	34	21 st	20	35 th	6
8 th	33	22 nd	19	36 th	5
9 th	32	23 rd	18	37 th	4
10 th	31	24 th	17	38 th	3
11 th	30	25 th	16	39 th	2
12 th	29	26 th	15	40 th	1
13 th	28	27 th	14	& lower	
14 th	27	28 th	13		

10.1.1 Class Points: Points will be allocated in accordance with the table at Article 10.1 on each Series Race at each Round to all Drivers based on Class finishing order.

10.1.2 Qualifying Points: At each Round, points for Qualifying will be allocated as follows:

- (1) **Overall Position:** in accordance with the table at Article 10.1 to Drivers based on Overall Qualifying order:
- (2) **Class Position:** in accordance with the table at Article 10.1 to Drivers in each Class based on Class Qualifying order:

10.1.3 Recalculation of Points: Where a competitor changes Class in accordance with Articles 3.51 or 3.53, that competitor's Overall and Class points shall be recalculated back to the start of the season as if the competitor was in the new Class from the point they started competing, and any penalty points deductions for breakout(s) from the original Class shall be reversed. Where handicap race(s) are included as part of the recalculation, the time difference in the starting times between the two(2) Classes shall be also be added to the competitor's overall race time, excepting that the Series Coordinator, at their sole discretion, may adjust that time difference if it is determined that special circumstances apply.

10.1.4 Points will only be allocated to current members of The Register. Drivers who are not current members of The Register are not eligible for points in the Series.

11 AWARDS:

11.1 The Sport Saloons Cup Overall title shall be awarded to the Driver who has gained the highest aggregate of overall points throughout all Qualifying and races of all Rounds that constitute the Series. The highest aggregate of points shall be calculated as the total of all points from all Rounds of the Series, after the competitor's worst points scoring Qualifying or Race is deducted. A competitor may not drop any qualifying or race that they have either, been excluded from, or, have received penalty point deductions for in accordance with Article 8.

Explanatory Note: *A competitor shall drop their worst points scoring Qualifying or Race of the Series, including from any Round not entered, or any Qualifying or Race that the competitor received a DNF or DNS, but does not include any Qualifying or Race that the competitor has received penalty points for, or has been excluded from.*

11.2 Class Points: Points from Qualifying and Races 1, 2 & 3 will also be awarded to place getters in all Classes.

11.2.1 The Class Champions will be the drivers in their respective Classes who accrue the highest aggregate of points throughout all Qualifying and Races of all Rounds that constitute the Series. The highest aggregate of points shall be calculated as the total of all Class points from all Rounds of the Series, after the competitor's worst points scoring Qualifying or Race is deducted. A competitor may not drop any Qualifying or race that they have been excluded from, or, have received penalty point deductions for in accordance with Article 8.

Explanatory Note: *A competitor shall drop their worst points scoring Qualifying or Race of the Series, including from any Round not entered or any Qualifying or Race that the competitor received a DNF or DNS, but does not include any Qualifying or Race that the competitor has received penalty points for, or has been excluded from.*

11.3 The Sport Saloons Cup Handicap Race Champion will be the driver who accrues the most points after all rounds in Race 3 at each meeting.

11.4 The 'Most improved new driver' award is decided at the discretion of the Sport Saloons Cup committee.

11.5 The 'Best Presented Car' award is decided at the discretion of the Sport Saloons Cup committee.

12 PARC FERME

- 12.1 At the discretion of and as directed by the Series Scrutineer, at the conclusion of Qualifying sessions and/or races all competing vehicles must be driven 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.

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.*

- 12.2 The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.

13 DECALS

- 13.1 All Competitors shall ensure that their competing vehicle have specified spaces reserved for the Series Register and the Series Sponsor at all Rounds of the Series (and Series publicity photos at any time):

- (1) **Series sponsor:** Top of front screen.
- (2) **Series Register:** Sport Saloons Cup decals on the front doors on each side of the vehicle immediately below the window opening. One(1) set per season will be provided in the series entry fee.
- (3) **Additional Series Sponsor(s):** TBA

- 13.2 Competition numbers are to be allocated by the Series Coordinator in accordance with Article 9.3, while the Driver/Entrant shall provide the physical competition number sets and comply with the requirements of Appendix 2, Schedule A.

- 13.3 The Driver's name should appear on both rear side windows (font Arial capitals, 60mm height, colour white).

14 TELEVISION AND IN-CAR CAMERAS

- 14.1 Drivers/Entrants may install an in-car camera for use during the Series.

- 14.2 All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.

15 AMENDMENTS TO SERIES REGULATIONS:

- 15.1 Any proposed amendment to these Articles or the technical regulations, Schedule SP, must be submitted in writing to the Series Coordinator.