



ACCREDITED ARTICLES GOVERNING THE 2024-25 Ryco Nash & Ross NZ Six South Island Race Series

Preamble:

Saloon Car Racing New Zealand Inc (SCRANZ) hereby declares the following Articles to be those governing a Motor Racing Series for Schedule 6 eligible cars.

The Series is held under a MotorSport NZ Sanctioning Permit No 249016

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

The NZ Six New Zealand and NZ Six South Island Race Series is categorised as a Level 2 Accredited Series.

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

- (a) The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- (a) The Technical Regulations - Schedule S6
- (a) The Event Supplementary Regulations issued by the Inviting Clubs.

Note: *All text changes from the previous issue of these Articles are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.*

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport NZ may issue amendments to these Series Articles or Technical Schedule where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Series Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

1. INTERPRETATION

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

“**The Club**” means Saloon Car Racing New Zealand Incorporated (SCRANZ); and

“**Round**” means each Meeting/Event the results of which qualify for points in the Series; 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

The “**Series**” means the NZ Six South Island Race Series.

2. ELIGIBILITY

2.1 DRIVER ELIGIBILITY:

2.1.1 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.

2.1.2 All drivers and entrants in the Series shall be a current financial member of the Club **or** any other MotorSport NZ affiliated Club. If the entrant, as defined in the National Sporting Code, of a competing vehicle is also the driver, only one membership is required. All entrants and drivers must satisfy the entry requirements of each Round Organiser.

(a) Drivers who are not current members of The Club shall not be eligible for Series points.

(b) Under the provisions of the Trans-Tasman Visa agreement between Motorsport Australia and MotorSport NZ, Australian competitors holding both Motorsport Australia General Competition Licences and Trans-Tasman Visa may enter either Series, subject to meeting all other eligibility criteria as set out in these Articles, and be eligible for awards.

2.2 VEHICLE ELIGIBILITY:

2.2.1 Eligibility shall be for Super Six Saloons cars complying with the specifications set out in Schedule S6 (the prescribed Technical Regulations), together with the safety specifications set out in Appendix Two Schedule A of the MotorSport New Zealand Manual.

2.2.2 All Competitors shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

2.2.2 CLASS ELIGIBILITY: There are two(2) classes as follows:

(a) “**Cup Class**” for vehicles complying with Schedule S6 (Ford Falcon EA / EB and Holden Commodore VN / VP); and

(b) “**Trophy Class**” for vehicles complying with Schedule S6 (Ford Falcon AU and Holden Commodore VT, VX, VY and VZ).

3. SERIES PERSONNEL

3.1 At each Round the following personnel shall have responsibilities and authorities set out as below.

3.1.1 The appointed series personnel may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of Bulletin posted on the Official Notice Board at each Round.

3.1.2 Series Coordinator: Marty Russell
Mobile Phone No: 027 582 8622
Email: matengarussell@gmail.com

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

- (a) Deal with all administrative matters.
- (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) Provide and/or assist the Inviting Club/s with grid starting positions in accordance with Article 6.5 of these Articles.

3.1.3 Series Scrutineer: Peter Hughes
Mobile Phone No: 027 334 6335
Email: p.r.hughes@xtra.co.nz

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 Club's behalf to:

- (a) Deal with all technical matters pertaining to the Series, and
- (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) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and
- (f) Undertake the duties of a Tyre Judge (NSC 86(1)(f)); and
- (g) To report, to the Clerk of the Course, any instances where a breach of the technical regulations has been identified.

4. SERIES REGISTRATION

4.1 By entering any Round, any member of the Club with an eligible vehicle is registered into the Series by default.

4.1.1 The Club reserves the right to accept or decline registration into the Series.

4.2 By registering for the Series, all Competitors / Entrants:

- (1) Are deemed to be in acceptance of these Series Articles as they are presented, and
- (2) Agree to comply with these Articles and those of the National Sporting Code, and
- (3) 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 these Series Articles and Schedule S6, and
- (4) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

4.3 Entry for each Round of the Series (which is separate to the Series Registration) should be made as outlined in the Event Supplementary Regulations by the Inviting Club.

4.4 The Series Coordinator will allocate competition numbers.

4.4.1 Competition numbers 1, 2 & 3 (or derivatives thereof, eg 1NZ) are reserved for the 1st, 2nd & 3rd placegetters respectively from the previous season's NZ Series for Super Six Saloons. The right to use these numbers is awarded to the Class with the most competitors contesting all Rounds of the NZ Series. Competitors from the "non-eligible" Class may use these numbers where there is no clash with the rightful user. For the 2024-25 season the Cup Class has the right to use these numbers.

5. SERIES STRUCTURE

5.1. The Series shall comprise the following Rounds:

ROUND	DATE	CIRCUIT	INVITING CLUB
1	12-13 October 2024	Euromarque Motorsport Park	Canterbury Car Club
2	2-3 November 2024	Levels	South Canterbury Car Club
3	7-8 December 2024	Teretonga	Southland Sports Car Club
4	25-26 January 2025	Levels	South Canterbury Car Club
5	22-23 March 2025	Euromarque Motorsport Park	Canterbury Car Club
6	5 April 2025	Highlands (A&C)	Highlands Motorsport Club

5.2 The Club 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 Testing:** Testing Sessions may be available to Drivers prior to any Round of the Series and shall be subject to availability and track hire charges as set by the Inviting Club(s).
- 6.2 Qualifying:** At all Rounds there will be a minimum of one(1) Qualifying Session of not less than fifteen(15) minutes duration.
- 6.3 Race Number:** There are planned to be four(4) races at all Rounds.
- 6.4 Races Lengths** are scheduled run to the following distances:

Round	Round Venue	Race One	Race Two	Race Three	Race Four
1	Euromarque Motorsport Park	6 laps	6 laps	6 laps	6 laps
2	Levels	8 laps	8 laps	8 laps	8 laps
3	Teretonga	8 laps	8 laps	8 laps	8 laps
4	Levels	8 laps	8 laps	8 laps	8 laps
5	Euromarque Motorsport Park	6 laps	6 laps	6 laps	6 laps
6	Highlands	8 laps	8 laps	8 laps	8 laps

6.5 Race formats

- 6.5.1** Races will be run using SS Cup series articles, Section 6.5 (attached as Appendix One):
- 6.5.2** NZ Six cars will be placed in a group at the rear of any SS Cup grid but respecting the same grid structure. NZSix Trophy Cup class first followed by Cup Class.

7. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES

- 7.1** Only the control tyres as specified in Schedule S6 are permitted for any Round of the Series.
- 7.2** The only dry tyres permitted for use for that Round are those that have been marked for that Round. The tyres will be marked for use on a specified car.
- Note:** *It is not a requirement to have the control wet tyres marked.*
- 7.3** For each Round up to six(6) dry tyres shall be presented to the Series Scrutineer for marking for that Round of the Series as follows:
- (1) First Round entered - up to six(6) previously unmarked tyres
 - (2) Subsequent Rounds - up to four(4) previously unmarked tyres, other tyres shall have been previously marked.
- 7.4** The marked dry tyres shall be the only tyres used throughout the Round, save for the circumstances defined in Articles 7.5, 7.7 and 7.8.
- 7.5** In the event of a dry tyre being damaged, the Competitor may apply to the Series Scrutineer or Series Coordinator to have another tyre marked. When an additional tyre is marked the Competitor shall start the next race of the Round from the rear of the grid, with their previous grid position being left vacant.
- 7.6** It is the Competitor's responsibility to ensure that tyre markings remain clearly visible. Whenever a tyre marking starts to become illegible, the Competitor shall advise the Series Scrutineer accordingly, who will decide on the appropriate course of action.

- 7.7 Wet tyres (as outlined in Schedule 6 shall only be fitted when the Clerk of the Course declares the Meeting wet (as detailed in Appendix Four, Schedule Z).
- 7.8 In inclement weather conditions the competitor may choose to use wet tyres in place of dry tyres even if the announcement by the Clerk of the Course has not yet been made.

8. PARC FERME

- 8.1 At the conclusion of any qualifying session or race, Competitors, upon directive from the Series Scrutineer, may be required to drive their competing vehicle directly (without any pit crew intervention at all) from the circuit to the designated Parc Fermé. The location of Parc Fermé 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.

- 8.2 The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.
- 8.3 Where applicable in-car cameras may be removed by the Series Coordinator during Parc Fermé after consultation with the Series Scrutineer.
- 8.4 Unless the Series Scrutineer consents in each particular case, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable under the supervision of the Series Scrutineer.

9. PENALTIES, PROTESTS and APPEALS

- 9.1 **Schedule of Penalties:** In addition to penalties applied in accordance with the National Sporting code, there shall be points deductions.
- 9.2 Specific penalties will be applied in addition to Article 9.1 above and not in substitution for any penalty applied by the Clerk of the Course:

INFRINGEMENT	Series Points Deduction
Breach of Article 5.2 in Schedule S6	5 Series points per hole not drilled
Breach of Article 4.2(4) within these Series Articles	Up to all points earned for Round
NSC.1	All points accrued for that Round plus an additional 10 points
NSC.2	All points accrued for that Round plus an additional 10 points
NSC.3	10 points
NSC.4	5 points
NSC.5	5 points
NSC.7	All points accrued for that Round
A2A.2	Up to all points accrued for that Round
A2A.3	Up to all points accrued for that Round
A2A.4	Up to all points accrued for that Round
A2A.5	5 points
A2A.6	5 points
A2A.7	All points accrued for that Round

10. POINTS

10.1 Points will only be allocated to the first three races of each round and will be recorded separately for each Class and will be allocated to drivers based on their Class finishing positions in each Race, at each Round of the Series and in accordance with Article 10.2.

10.1.1 Points shall only be awarded for a Class if three or more Competitors compete over the course of the Series.

10.1.2 Points will only be allocated to current members of The Club. Drivers who are not current members of The Club are not eligible for points in the Series and shall be ignored for the purposes of calculating Series and Class points.

10.2 Race Class Points will be allocated to drivers on each Series Race on the following basis;

1 st	30	8 th	13	15 th	6
2 nd	26	9 th	12	16 th	5
3 rd	23	10 th	11	17 th	4
4 th	20	11 th	10	18 th	3
5 th	18	12 th	9	19 th	2
6 th	16	13 th	8	20 th	1
7 th	14	14 th	7		

10.3 Bonus Class Points will be awarded to Cup Class drivers at each SI Series Round on the following basis;

- (1) **Entering each Round:** 5 Bonus Series Points after completing documentation (driver and entered vehicle shall be present at the Round)
- (2) **Starting each Race of each Round:** 5 Bonus Series Points per start
- (3) **Finishing each Race of each Round:** 5 Bonus Series Points per finish
- (4) **Claiming pole position in Qualifying:** 3 Bonus Series Points

10.4 Race Finishing Points For the purpose of determining the grid positions for Race 3 only, Race Finishing Points will be awarded to all finishing competitors in Races 1 and 2 as follows:

1 st	30	8 th	23	15 th	16
2 nd	29	9 th	22	16 th	15
3 rd	28	10 th	21	17 th	14
4 th	27	11 th	20	18 th	13
5 th	26	12 th	19	19 th	12
6 th	25	13 th	18	20 th	11
7 th	24	14 th	17	and so on	

10.5 The Class Winners shall be the driver with the highest overall Class Points scored over all Rounds of the Series. In the event of a tie the ruling as defined in Appendix Four, Schedule Z, Article 11.6 will apply.

11. AWARDS

11.1 The following awards for each Class will be made according to the results of each Round as follows:

- 1st Overall
- 2nd Overall
- 3rd Overall

11.2 The following awards for each Class will be made according to the results within their class over all Rounds of the Series as follows:

- 1st Overall
- 2nd Overall
- 3rd Overall

12. DECALS

12.1 All competitors will be issued with one complete set of Series decals prior to the commencement of the season. It is a condition of entering the Series that the decals are affixed to the competing vehicles in the prescribed locations agreed with SS Cup Co ordinator. These locations will be detailed at the first round.

Note: *It is permitted to trim the decals provided that all graphics, etc remain as supplied (cutting graphics for fitment to adjacent panels is acceptable). Any subsequent decals required following repairs, etc will be issued at a cost to the competitor as determined by the Club.*

12.2 All vehicles shall carry competition numbers in fluorescent yellow on both rear passenger windows and on the front and rear windscreens (font Arial Black). Rear passenger window numbers shall be a minimum height of 280mm. Windscreen numbers shall be a minimum height of 150mm.

12.3 The drivers surname shall be affixed to both rear door windows in white letters 80mm high with no background. The typeface is to be Arial or Helvetica Bold with all letters to be in capitals. Where more than one driver has the same surname the first name (or initial of the first name) is to be included to ensure the drivers can be clearly identified.

12.4 The Series Coordinator may affix Series sponsors decals to the dashboards of any car which is chosen to have an in-car camera fitted. No other decals whatsoever will be allowed in the camera view.

13. IN-CAR CAMERAS/RADIO COMMUNICATION

13.1 Any personal on-board cameras must be fitted in accordance with Appendix Two, Schedule A, Part One, Article 6.4 of the MotorSport New Zealand Manual and are subject to inspection and approval by the appointed Scrutineer. Footage must be made available to Clerk of the Course/Steward upon request.

13.2 Use of Direct to Driver radio communications outlined in SS Cup Article 13 is voluntary.

APPENDIX ONE

Copy for information
SPORTS SALOONS CUP RACE SERIES
Accredited Articles

6.5 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 applicable to any competitor shall not be used in determining grid placing.
- (2) Race Two:** Shall be a reverse grid handicap start by Class, Class C to the front, followed by Class B, and Class A. An empty row will be maintained between classes, if the grid spaces allow. Grid positions will be determined by the fastest time from Qualifying and Race One, slowest competing vehicle to the front of the grid, descending to the fastest competing vehicle, with the time delay between each class of vehicles set by the Series Coordinator. Any competitor with a Qualifying or Race time recorded that is faster than the Class time bracket shall be placed at the rear of the grid for their class, if more than one competitor is to be placed at the rear of the class grid they shall be placed based on each such competitors fastest lap time exclusive of any time faster than their Class time bracket. Each Class grid shall be started by light signal.
- (3) Race Three:** Shall be a reverse grid by class based on the finishing results of Race One. Class A competitors to the front, followed by Class B, and Class C. No gaps will be placed between classes. Any competitor that did not finish Race One shall be placed at the rear of their respective classes in the following order:
 - (a)** Those competitors not finishing Race One, in order of laps completed, followed by
 - (b)** Those competitors not starting Race One, in order of qualifying time, followed by
 - (c)** Any driver excluded from Race One, provided their exclusion does not prevent them from taking part.
- (1) Race Four:** Shall be a reverse grid handicap start by Class, Class C to the front, followed by Class B, and Class A. An empty row will be maintained between classes if grid space allows. Grid positions will be determined by the fastest time from Qualifying, Race One, Race Two or Race Three, slowest competing vehicle to the front of the grid, descending to the fastest competing vehicle, with the time delay between each class of vehicles set by the Series Coordinator. Any competitor with a Qualifying or Race time recorded that is faster than the Class time bracket shall be placed at the rear of the grid for their Class, if more than one competitor is to be placed at the rear of the Class grid they shall be placed based on each such competitors fastest lap time exclusive of any time bracket. Each Class grid shall be started by light signal.