

# ACCREDITED ARTICLES GOVERNING THE 2024-25 Sport Saloons Cup Race Series

## Preamble

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

**The Series is held under a MotorSport New Zealand Accredited Permit No: 249002**

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

The Sports Saloon Cup Race Series has been categorised as a **Level 1** Accredited Series.

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

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

## OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

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

Amendment Number	Issue/Effective date	Article reference	Subject / Notes
SSC-24-A001	30/09/2024	App. One	Updated Appendix for upcoming season.

## **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 2024-2025 Sport Saloons Cup Race Series for vehicles 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

“**Round**” means each Meeting and / or Event, the results of which qualify for points in the 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 shall be financial members of The Register and any MotorSport NZ affiliated Club.

### **2.2 VEHICLE ELIGIBILITY**

**2.2.1** Eligibility shall be for vehicles complying with the specifications set out in Schedule SP.

**2.2.2** All entrants and drivers shall agree to submit their vehicle for eligibility scrutineering when required by the appointed Series Scrutineer for compliance to Appendix Two, Schedule A and Schedule SP.

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

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

- Levels: 1:09.000 – 1:10.999
- Ruapuna (Circuit One): 1:35.000 – 1:36.999
- Highlands (GT Circuit): 1:51.000 – 1:55.990
- Highlands (A&C Circuit): 1:18.000 – 1:19.999
- Teretonga 1:06.000 – 1:07.999

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

- Levels: 1:11.000 – 1:15.999
- Ruapuna (Circuit One): 1:37.000 – 1:42.999
- Highlands (GT Circuit): 1:56.000 – 2:00.999
- Highlands (A&C Circuit): 1:20.000 – 1:24.999
- Teretonga 1:08.000 – 1:10.999

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

- Levels: 1:16.000 and slower
- Ruapuna (Circuit One): 1:43.000 and slower
- Highlands (GT Circuit): 2:01.000 and slower

- Highlands (A&C Circuit): 1:25.000 and slower
- Teretonga: 1:11.000 and slower

**2.3 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 to the Series Coordinator, whichever is the faster.

**2.3.1** A competitor may apply to the Series Coordinator in writing (including via text message or email) prior to a Round to change to a higher Class at any time. If approved, or if a competitor is required to change to a higher class under 8.3(2), the competitor's Class points are then recalculated in accordance with Article 9.1.3. A competitor may not change to a lower Class.

**2.3.2** For the avoidance of doubt, a competitor shall stay in their Class even if they are slower than the bracket times at a particular round.

**2.3.3** Each competitor shall display a sticker, A, B or C representing the class they are entered in on the front windscreen of their car. The class sticker must be in place before the start of any race and shall remain in place unless changing class. If a competitor changes to a higher class, after approval under clause 2.3.1, a new class sticker must be placed on the front windscreen as soon as possible prior to the beginning of the next race. The class sticker shall determine the breakout time applicable during any race. If no sticker is displayed the competitor shall be deemed to be in C class.

**2.4 Class Eligibility Times:** Any competitor that exceeds the minimum lap time as stated in Article 2.2.3 above in any Qualifying and/or Race at any time during the Series shall be penalised.

**2.4.1** Article 2.4 will still apply if a competitor fails to finish the race or is disqualified.

### **3. SERIES PERSONNEL:**

**3.1** At each Round the following personnel shall have responsibilities and authorities set out 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:** Debbie Wendelborn  
**Address:** 45 Frome Street  
 Oamaru 9400  
**Mobile Phone No:** 021 740 667  
**Email:** [sscupnz@gmail.com](mailto: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:

- Deal with all administrative matters including receiving all Round entries, and
- Record and publish all Series points schedules, and
- Liaise with Inviting Clubs on all matters pertaining to these articles, and

- (d) Ensure correct placement of decals on vehicles contesting the Series, and
- (e) Act as a Judge of Fact in accordance with NSC86(1)(c) with respect to breakout lap times.

**3.1.3 Series Scrutineer:** Mitchell Hamilton  
**Mobile Phone No:** 027 826 5156  
**Email address:** [sscupnz@gmail.com](mailto:sscupnz@gmail.com)

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, and
- (b) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations, and
- (c) Assist competitors with technical enquiries relative to the technical regulations applicable to their vehicle, and
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures, and
- (e) To report, to the Clerk of the Course, any instances where a breach of the technical regulations has been identified.

**3.2** 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.

#### **4. SERIES REGISTRATION:**

**4.1** Any Competitor intending to register for the Series shall submit their registration [via the online submission form](#). Paper forms may be accepted at the discretion of the Series Coordinator. Any Series Registration will not be deemed valid until the submitted form and associated payment is received.

**4.1.1 Series Registration Fee:** The Series registration fee has been set at \$150.00 (incl GST), payable to the Series.

**4.1.2** The Series may accept a partial Series Registration Fee of \$100 for any competitor wanting to compete in one round. A second fee of \$50 may be paid for a second round and the Competitor shall then be deemed to have paid a full Series Registration Fee.

**4.1.3** The Series reserves the right to accept or decline any registration for 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 Schedule SP, and
- (4) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

**4.3** The Register will allocate competition numbers to all Competitors/Entrants of the Series. Prior to 1 October 2024, last season’s Competitors may request their same number again; excepting that the actual numbers will be issued on a ‘1<sup>st</sup> come’ basis and excluding numbers ‘1’ ‘2’ and ‘3’ which will be allocated (in that order) to the previous season’s Series 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall placed.

**4.4** Entry to each Round of the Series (which is separate to the Series **Registration**) shall be made as per the method described in the Event Supplementary Regulations issued by the Inviting Club. Any entry will not be deemed valid until payment is received.

**5. SERIES STRUCTURE:**

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

Round	Date	Venue	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

**5.1.1** The Series 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.

**5.2** The Inviting Club shall provide timing equipment that will be deemed to be the official timing equipment for the meeting.

**6. ROUND FORMAT:**

**6.1 Testing:** Sessions may be available to all Drivers prior to any Round subject to availability and track hire charges set by the Inviting Club.

**6.2 Qualifying:** At each round, there will be one(1) Qualifying session of a minimum of fifteen(15) minutes duration.

**6.3 Race format:** Races are scheduled to run as follows:

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

- 6.3.1** At all Rounds the Clerk of the Course and/or the Stewards of the Meeting following consultation with the Series Coordinator (where practicable), reserve the right to shorten and/or cancel any practice/Qualifying Sessions and/or Races in the case of Force Majeure.
- 6.4 Starting Procedures:** Starts for all races at each Round will be a Standing Start in accordance with the provisions of Appendix 4, Schedule Z, Article 8.1 of the current MotorSport New Zealand Manual.
- 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.
  - (4) **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 faster than their Class time bracket. Each Class grid shall be started by light signal.

## 7. PARC FERMÉ:

7.1 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.*

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

## 8. PENALTIES,

8.1 Specific penalties may be applied by the Clerk of the Course, for exceeding Class Eligibility times in any Qualifying and/or Race, as per Article 2.2.3:

(1) **Qualifying:** deletion of all Qualifying times and that competitor shall start from the rear of the grid for the first race.

(2) **Races:** the competitor shall be excluded from the results of that race

8.2 If a competitor in Class A exceeds the Class Eligibility time as described in Article 2.4(1):

(1) **For the first four(4) occurrences:** the competitor shall be penalised in accordance with Article 8.1.

(2) **For the fifth occurrence:** the competitor shall be excluded from the Series.

For the purposes of this Article 8.2, each Qualifying or Race in which a competitor is excluded in accordance with the provisions of Article 8.1 shall count as one(1) occurrence.

8.3 If a competitor in Class B or Class C exceeds their Class Eligibility time as described in Article 2.2.3 (b) or (c):

(1) **For the first or second occurrence:** the competitor shall be penalised in accordance with Article 8.1), however shall remain in their current Class.

(2) **For the third occurrence:** the competitor shall be penalised in accordance with Article 8.3, and additionally reassigned to the Class the new time dictates. Class points are then recalculated in accordance with Article 9.1.3.

8.4 For the purposes of this Article 8.1, each Qualifying or Race in which a competitor is excluded in accordance with the provisions of Article 7.2 shall count as one(1) occurrence.

## 9. POINTS:

**9.1 Points:** Points will be allocated on each Series Race at each Round to all Drivers based on overall finishing order, provided that if qualifying or any Series Race is cancelled or not run for any reason the points to be awarded for all other races (and qualifying) shall increase by 10 points (ie 50 points for 1<sup>st</sup>, 49 for 2<sup>nd</sup>, 48 for 3<sup>rd</sup> and so on) with the exception of any competitor disqualified from qualifying or any race or any competitor that did not start or finish a race shall still receive 0 points:

OVERALL and CLASS PLACINGS					
1 <sup>st</sup>	40	15 <sup>th</sup>	26	29 <sup>th</sup>	12
2 <sup>nd</sup>	39	16 <sup>th</sup>	25	30 <sup>th</sup>	11
3 <sup>rd</sup>	38	17 <sup>th</sup>	24	31 <sup>st</sup>	10
4 <sup>th</sup>	37	18 <sup>th</sup>	23	32 <sup>nd</sup>	9
5 <sup>th</sup>	36	19 <sup>th</sup>	22	33 <sup>rd</sup>	8
6 <sup>th</sup>	35	20 <sup>th</sup>	21	34 <sup>th</sup>	7
7 <sup>th</sup>	34	21 <sup>st</sup>	20	35 <sup>th</sup>	6
8 <sup>th</sup>	33	22 <sup>nd</sup>	19	36 <sup>th</sup>	5
9 <sup>th</sup>	32	23 <sup>rd</sup>	18	37 <sup>th</sup>	4
10 <sup>th</sup>	31	24 <sup>th</sup>	17	38 <sup>th</sup>	3
11 <sup>th</sup>	30	25 <sup>th</sup>	16	39 <sup>th</sup>	2
12 <sup>th</sup>	29	26 <sup>th</sup>	15	40 <sup>th</sup> & lower	1
13 <sup>th</sup>	28	27 <sup>th</sup>	14		
14 <sup>th</sup>	27	28 <sup>th</sup>	13	DSQ	0

### 9.1.1 Class Points:

- (1) **Class Points:** Points will be allocated in accordance with the table at Article 9.1 on each Series Race at each Round to all Drivers based on Class finishing order.
- (2) **Bonus Points:** A single (1) bonus point will be awarded to the Driver in each class that completes the fastest lap in Race 1, 2, 3 or 4 (not Qualifying) provided that Drivers that exceed their Class time bracket shall be excluded from eligibility for the bonus point. This point is used in calculating class points only and the provisions of Article 9.2 (Joker Round) do not apply to the bonus point.

### 9.1.2 Qualifying Points:

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

- (1) **Overall Position:** in accordance with the table at Article 9.1 to Drivers based on Overall Qualifying order:
- (2) **Class Position:** in accordance with the table at Article 9.1 to Drivers in each Class based on Class Qualifying order:

**9.1.3 Recalculation of Points:** Where a competitor changes Class in accordance with Articles 2.3.1 or 8.3 (2), 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, provided that zero points shall continue to apply where a competitor has received a disqualification and provided further that any Bonus Point awarded under Article 9.1.1(2) shall remain with the competitor.



**9.2 Joker Round:** Each Competitor that has paid a full Series registration fee shall be able to pick one round for which the number of points allocated shall be doubled. The Competitor shall notify the Series Co-Ordinator in writing (including text or email) prior to the commencement of qualifying for the round they wish to nominate as their Joker Round. The Series Co-Ordinator shall place a Joker sticker on the Competitor's right rear bumper or right rear boot which shall be removed following the last race of the round. The Joker nomination shall remain with the Competitor and car, ie a Competitor may not move the Joker to a new car during a round.

## **10. AWARDS:**

**10.1** The overall Sports Saloon Cup Series winner shall be the driver with the highest total of all points accumulated during the Series in accordance with Article 9. Second and third overall will also be determined in the same manner.

**10.2** The Sports Saloons Cup Handicap Race Champion shall be awarded to the Driver who has gained the highest aggregate of points from Races 2 & 4 at all rounds in accordance with Article 9.

**10.3 Class Points:** Points from Qualifying and Races One, Two, Three and Four will also be awarded to place getters in each Class.

**10.3.1** The Class Champions will be the drivers in their respective Classes who accrue the highest aggregate of class points throughout 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, provided that the overall 1st, 2nd and 3rd winners shall be excluded from the Class Championship at the end of the season.

## **11. DECALS:**

**11.1** All Competitors shall ensure that their competing vehicle has specified spaces reserved for the Series Register and the Series Sponsor at all Rounds of the Series (and Series publicity photos at any time) in accordance with Appendix One to these Articles.

**11.2** Competition numbers are to be allocated by the Series Coordinator in accordance with Article 4.3, while the Driver/Entrant shall provide the physical competition number sets and comply with the requirements of Appendix Two, Schedule A.

## **12. IN-CAR CAMERAS:**

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

**12.2** All in-car camera installations shall be fitted in accordance with Appendix Two, Schedule A, Part One, Article 6.4 of the MotorSport New Zealand Manual and is subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.

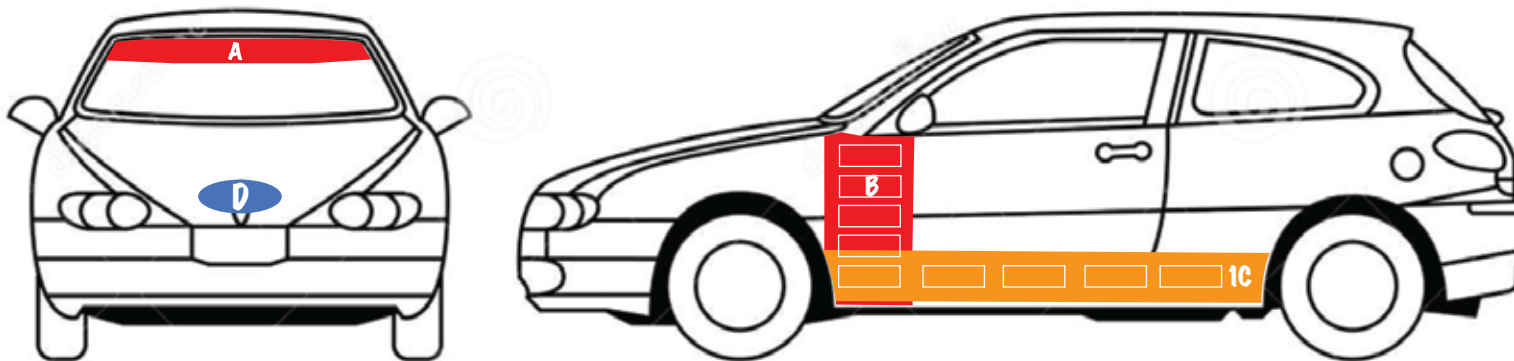
**12.3** Recorded video footage must be made available to The Register or Clerk of the Course and/or Steward(s) on request.

## **13. DIRECT TO DRIVER RADIO COMMUNICATIONS**

**13.1** The Series Co-ordinator may apply discretion to not run Direct to Driver Radio at any meeting. This information will be posted on the event notice board.

- 13.2** Wherever an Inviting Club has a functioning base unit for sending direct to driver (one-way) communications it is compulsory for each competitor to have a fully functioning direct to driver radio receiver for all official Practice, Qualifying and Races.
- 13.3** Where an Inviting Club does not have a functioning base unit for sending direct to driver (one-way) communication, the Series may arrange for a base unit and direct to driver radio receivers to be used by competitors for all official Practice, Qualifying and Races.
- 13.4** Radio communications to Competitors during Practice, Qualifying and Races will be solely related to any safety-related matters where practicable.
- 13.5** Direct to driver radio communications serve as a supplementary aid and shall not supersede any official signals conveyed to drivers.

Appendix One

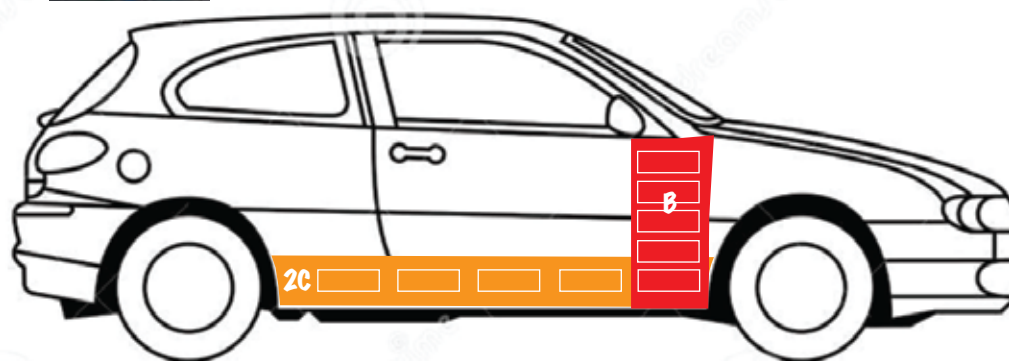


Season 9 Sponsorship logo placement guidelines. Choose either a vertical or horizontal option for your car.

**D:** Bonnet Sponsor - Placement on centre front of car bonnet



**C:** Joker Round - Joker Sticker Placement Right hand bumper or Right hand boot



**B:** Sponsorship logo placement vertical option



**A:** Naming rights windscreen banner



**1C:** Sponsorship logo placement horizontal



**2C:** Sponsorship logo placement horizontal

