

Trilect OKCup Season 3 Rules 2025-2026

AIM

- Racing of unmodified production road cars that are budget orientated.
- Drivers make the largest contribution to net performance.
- Close racing with cars of similar speeds.

The purpose of this series is to give competitors an opportunity to compete in motorsport at a relatively low entry cost, covering a vast variety of vehicles. Competitors are to use vehicles that are comparable in performance and offer minimal additional performance from when the car originally rolled off the factory line.

The intention is that driving ability will be the key focus rather than modification of vehicles. The rules below set out the spirit of the regulations and if a competitor is in any doubt about the legitimacy of their entry we urge the appropriate OK Cup committee be consulted.

Series/Event Entry: Series Entry cost will be confirmed before the season starts. All prospective competitors are required to <https://www.sporty.co.nz/okcup/register-now/season3-registration>. Entry cost for each round will also be confirmed before the season starts. Your entry fee will cover a qualifying session and 2 x 33min (or 1x 1hr) races, but pricing and format may vary for special events.

OK Cup management: John Forrest, Brian McIntyre, Warren Crowther and James Whitlock

Email any queries to info@okcup.nz

Committees:

- Driving Standards Committee Chairman: James Whitlock (standards@okcup.nz)
- Technical Committee Leads: Matthew O’Gorman, Bruce Simmonds
- BBQ Committee Chairman: John Forrest (bbq@okcup.nz)
- Rebel Shield Convener: Bruce Simmonds

The makeup of the committee is at the discretion of the relevant committee chairman.

Current approved car list can be found [here](#).

Note: Other cars can be requested for inclusion.

RULES

1: GENERAL

1.0: OK Cup management reserves the right to immediately (but not retrospectively) change the rules in the interest of event, vehicle or driver safety. All rules changes shall be submitted to Motorsport NZ for approval.

1.1: Committee Decisions: Any committee decisions can be appealed to the OK Cup management

1.2: Unsafe Vehicles and/or Drivers: At any time during an event, an OK Cup manager may make a report and recommendation to the Clerk of the Course to stop a competitor from competing if they are, in their opinion, unsafe to continue. This may be related, but not limited to, an unsafe vehicle, dangerous driving, the breaking of rules or bad sportsmanship.

1.3: Series Dates: Series dates will be published on the website www.okcup.nz and social media.

2: ELIGIBILITY

Competitors must assume that, unless a modification is specifically permitted in these rules, it is prohibited. The eligibility of a car is the responsibility of the driver and for the OK Cup Technical Committee (OKTC) to confirm.

There is a spec document available on request for 2.5L E36 BMWs and DC2 Integras to assist competitors in checking that their car is eligible.

2.0: Vehicle Eligibility: Entry is limited to mass-produced four-wheeled vehicles that were commonly sold in NZ and legal for NZ road use at the time of their manufacture. There is no age or price limit, but cars must fit within the spirit of OK Cup (price, performance, availability). As a guideline, the factory weight (curb weight in kg) divided by power (flywheel hp) should not equal less than “6.1”. Final say on what is the correct factory weight and power sits with the OKTC.

For the avoidance of doubt, the vehicle must meet its NZ specification (or lesser) to be eligible. International specifications for a particular model cannot be introduced without approval.

Approved makes/models are included in the OK Cup Approved Cars sheet [OK Cup Cars](#). This will be updated at any time as required by OK Cup management.

2.0.1: Modifications: For cars running in OK Cup classes (i.e. not other sub-classes such as Rebel Shield), the following parts are open AS LONG as they retain the same intention as the original part and cannot increase the performance of the vehicle. Anything not listed must be of factory or OEM specification:

- Brake pads/lines/ducting.

- Suspension springs.
- Suspension bushes can be rubber or urethane. No 'pillowball' except where OEM.
- Engine Air filter (Non- OEM ducting and/or shielding i.e. cold air boxes are prohibited).
- Strut Braces, one per axle allowed.
- Engine Clutch
- Alloy wheels (but must run OEM size, see 2.3.1 for exceptions)
- Steering Wheel
- Engine mounts and subframes can be rubber or urethane. No 'pillowball' except where OEM.
- Radiators (Water and/or Oil) and their respective connecting hoses.
- Oil pan including baffled sumps (dry sumps not allowed)
- An open differential may be substituted for an OEM limited slip differential (Non-OEM LSDs are not permitted)
- Max wheel camber is -3 degrees, and can only be adjusted using OEM means (no camber plates, washers behind hub bolts etc)

Any other replacement parts should be OEM or OEM equivalent and cannot be of a higher performance than factory standard. Any deliberate change away from factory design must be disclosed in full to OKTC before the competitor's first race of the season and must not disadvantage any competitor who competes with the same chassis.

Spacers, enlarging/moving mounting points/holes, swapping of parts to gain alignment/camber/suspension benefits are strictly prohibited.

2.0.2: Spot Checks/Parc Fermé: At any race or scrutineering event, OK Cup reserves the right to perform additional checks to any competitor's vehicle. These checks may include (but not limited to):

- Visual checks
- Measurements
- Borescope use
- Partial disassembly
- Weighing
- Dyno testing
- Swapping ECUs between same make/model cars
- Running an OK Cup-provided ECU or swapping ECU from another competitor
- Benchmarking laps by a test driver ('Stig') nominated by OKTC.

These checks will occur at random events without prior notice and are compulsory for the vehicles selected.

2.1: Trial process for unapproved vehicles: The general guideline to ensure parity is that the proposed vehicle be of similar or less performance to a Honda Integra DC2. Any make/model not in the approved cars list (see Rule 2.0) must go through an OKTC approval process. The approval process is as follows:

- Requested car make/model/specifications are to be provided to the OKTC for review.
- OKTC will approve or reject based on whether they believe the car fits within the spirit of the OK Cup, or if the car has been approved/rejected previously.
- If accepted, the vehicle or vehicles (max 2x cars) will be allowed entry on probation for a trial period decided by OKTC.
- After the trial period the OKTC will either approve, reject, or extend the trial.
- OK Cup trial vehicles are not eligible to compete for Rebel Shield, however an unapproved car may choose to run for Rebel Shield instead (i.e. pick one or other).

While under trial, cars are ineligible for any podium prizes or end of season trophies. They may also be moved between classes at any time by OKTC. Points will be awarded to trial cars for each round as normal, but will not be included in the final series scores.

2.2: Vehicle road registration is not required. However, vehicles must have working lights (headlights, brake/taillights, indicators, hazards), horn and windscreen wipers, and must comply with MSNZ Schedule A.

2.3: All cars must have a minimum of a half cage with side intrusion bar(s) that extend from the main hoop forward to the drivers pedals.

2.4: Tyre Eligibility: Only the following tyres models are approved for OK Cup, this list may change at any time on the preface that any addition is of similar or lesser performance and price. Note Section 2.4.3 for grandfather rule:

- Zestino GREDGE 07R
- Yokohama AD09
- Hankook RS4
- Dunlop Z3

2.4.1: You must run the size of tyre your car was released with from the factory. There are two additional notes:

- 2.5L BMW E36 are limited to a maximum wheel size of 16”.
- Any car can use a 195/55/15 or 195/50/15 as a “factory” tyre option.

2.4.2: If a competitor is unable to source a tyre in the correct size then they are able to substitute tyre size but must ensure the following against their factory size:

- The rim size can be the same or smaller.
- The tyre width can be the same or narrower.

- The sidewall profile cannot differ by more than 10% from the original size (195/55/15 could be substituted with 195/50/15).

2.4.3: Grandfathering 'banned' tyres. Competitors may use up existing stock of previously approved tyres from Season 1 (Dunlop Z2, Yokohama AD08R) after which they must run approved tyres as per Rule 2.3. Drivers running grandfathered tyres are eligible for points but must declare them before competing in their first round where they will be marked and/or recorded.

2.5: All cars must conform to the current New Zealand Motorsport Manual Appendix Two Schedule A standards. All cars require an MSNZ logbook.

2.6: Petrol engines must be Naturally Aspirated unless the engine capacity is under 1600cc. Diesel engines must be Naturally Aspirated unless the engine capacity is under 2100cc.

2.6.1: Boosted (turbo and/or supercharged) engines must run factory boost level and/or pulley sizes. Boost modifiers are strictly prohibited.

2.7: A car's post-race weight must be no more than 10% under the factory stated wet curb weight (or OKTC specified weight). The factory weight for a E36 BMW is considered 1332KG, this means it must be no less than 1200KG post-race (excluding the driver).

2.8: All drivers must have a minimum of a C1 grade (National) MSNZ Race License.

3: RACE FORMAT

3.1: Races at each meeting will generally comprise of a 10-20 minute qualifying followed by either a one-hour race or 2 x 33 minute races. OK Cup may organise different formats at their discretion.

Grids will be posted on the OK Cup Community Facebook page, and OK Cup will take reasonable steps to ensure drivers are informed in person, however it is the driver's responsibility to be ready for their sessions.

3.2: Typical race format: 2 x 33min races (combined all classes)

3.2.1: The first race (Race 1) is to be a standing start scratch race based on qualifying time.

The second race (Race 2) is to be a reverse-grid staggered start based on best time from Race 1.

3.2.2: The start procedure for Race 1 is start lights, Race 2 is a flag drop every 10 seconds (or other interval decided by OK Cup) with groups of cars starting at each flag.

3.3: One hour race (final round) – A reverse-grid race in classes, based on points, with the exact format being announced 2 weeks before the last meeting of the season.

4: OK CUP CLASSES AND POINTS

The following classes will be contested (description is guideline only):

- Anglo Engineering (Yellow) - Slower cars
- 24Red (Red) – Smaller-engined cars
- Softsource vBridge (Green) – Larger-engined cars
- Kiwi Solar (White) - Fastest cars

A full list of what classes cars are likely to fall under is in the [approved car list](#) if your desired car is not listed, contact info@okcup.nz for its class and eligibility. Vehicles classes may change, and will be assigned before the first round (once season registrations have opened) in order to balance the classes.

Note: Additional one-make or other sub-classes may be added if needed.

4.1: A ‘competitor’ consists of one car, and one or two drivers. The season points are registered against the competitor. A competitor can only have 1 entry per race but can enter whatever eligible driver(s) they wish (dual drivers both need to register for each event they are entering).

4.1.1: If a competitor changes vehicle or drivers mid-season, they may forfeit points or be moved to a new class at the discretion of OK Cup.

4.1.2: Competitors may be moved between a class at OKTC’s discretion, but not without justification, and not after their third round of the season. Rule of thumb: if their pace is near equal or faster than the leading cars of the class they would move too. When moving between a class the competitor may carry across their points up until they are placed 2nd or lower in their new class.

4.2: Points are awarded per class in the following diminishing style of 20 points for 1st position, 19 points for second, 18 points for third and so forth until all competitors that finished receive their points for finishing or there are 0 points given.

4.2.1: The last round (Season Finale 1hr Enduro) will be double points.

4.3: Points will be recalculated between the penultimate and final round where all competitors will drop their two worst race results. Any competitors that have competed in all rounds (i.e. entered and paid for the round, and driven on the track for qualifying or a race) will receive 10 bonus points, while a competitor that has not competed in all rounds will not have their points changed.

4.4: Two competitors can join forces and enter the Teams Trophy competition. Teams Trophy entrants are self-allocated, must involve only two competitors, and they shall notify OKTC of their intention to enter the competition prior to either competitor competing in a race. Competitors in all OKCup Classes and any sub-classes are eligible for the Teams Trophy, and each competitor does not need to be in the same Class/sub-class. The competition will be based on the total number of points scored by the Team at the end of the season.

4.5: Class Cups:

- Anglo Engineering Cup
- 24Red Cup
- Softsource vBridge Cup
- Kiwi Solar Cup

4.6: Special Cups:

- Taxi Cup – Highest placed 4 door car.
- Rookie Cup – Highest placed rookie (first season with OK Cup).
- Hairdresser Cup – Highest Placed 2 door, 2 seat car.
- 1oak (one of a kind) – Highest placed car that there is only one of.
- Euro Stein – Highest placed European car.
- Junior Plate for drivers under the age of 25 (as at Round 1).
- Master Plate for drivers over the age of 50 (as at Round 1).
- Family Cup – Highest placed family with all points combined of the top 2 competitors.
- Ray Williams Trophy - Most outright race wins in season.
- RCIS Spirit of OK Cup – Good human award.
- Best Presented – The best looking car to compete in the season, as selected via a shortlist curated by OK Cup Management, and winner selected by Series Sponsor public vote.
- 2kcup Shield mug – Fastest car that didn't turn a lap faster than 1m27s at Hampton Downs all season.
- Bucket 'o Bolts – Competitor with the most unfortunate run of mechanical failures, as selected by OK Cup Management.
- Run What You Brung – Highest placed competitor that drove (not trailered) their race car to all attended rounds.
- Teams Trophy – Highest combined points from both competitors in the Team (see Rule 4.4).
- Champ of Champs Trophy – Class Cup winner with the highest number of points.

4.7: Bonus points for MSNZ Volunteering: There is a one-off bonus of 10 points available to every competitor who's driver volunteers for MSNZ duty for one day (or more) at a race event. This volunteering must not be on the same day as the driver is racing on (but can be on the alternate day of the same race weekend). This must be arranged through MSNZ (<https://motorsport.org.nz/officials/how-to-volunteer2>), and if there are a surplus of volunteers for any particular day, spots will be given on a first-come, first-served basis.

To be eligible for the bonus points, the volunteering must be completed before the scheduled date of the 2nd to last round of OK Cup, and OK Cup management advised that the volunteering was completed. Maximum of 10 bonus points per competitor per season (i.e. multiple drivers volunteering or multiple volunteering days will not result in any further additional points).

5: THE REBEL SHIELD

5.0: The Rebel Shield is a separate sub-class competition for cars with limited modifications allowed. Rebel Shield cars must not run lap times quicker than 1:20 at Hampton Downs National Circuit or equivalent at other circuits, as determined by the Rebel Shield Convener.

Competitors in this class will race in their own points-based championship, as per the allocation described in Rule 4.2. The winner of each round (as determined by the number of points) will receive the Rebel Shield to sign on the day. If two cars have equal round points, the winner will be determined by the largest winning margin (i.e. number of seconds between 1st and 2nd place) in any of the races.

5.1: Rebel Shield cars will conform to the rules in 2.0.1, but the following modifications are permitted:

- Non-approved tyres and rims. Slicks not permitted
- Extractor/headers and exhaust
- Coilover suspension
- Upgraded sway bars
- Aerodynamic modifications

Engine or ECU modifications may be permitted at the discretion of the Rebel Shield Convener, in agreement with OK Cup management.

5.2: Rebel Shield competitors are eligible for the Junior Plate, Senior Plate, Family Cup, Ray Williams Trophy and Teams Trophy cups listed in Section 4.6 above. In addition to these, the following awards are available for Rebel Shield competitors only:

- The Rebel Shield – Signed by the winner of each round (as per Section 5.0) and awarded at season prize giving to the competitor with the most sub-class wins in the season
- The Rebel Cup (name TBC) – Most sub-class points in the season

6: FUEL

6.1: Pump fuel only, either 91–100 Octane or Diesel where applicable.

7: DRIVING STANDARDS

7.1: Motorsport New Zealand officials (Stewards and Clerk of the Course) are the primary decision makers relating to driving standards during our races, and will enforce the standards set out in the MSNZ motorsport manual Appendix Four – Schedule Z as they see fit.

7.2: The OK Cup Driving Standards Committee may make a recommendation to MSNZ to hand out time penalties or grid drops during an event and may deduct championship points.

For any incidents not elevated to MSNZ officials during an event, they will keep a record of repeat offenders with a view to encouraging better driving standards, requiring driver education or mentoring to stamp out poor driving behaviour. The OK Cup Driving Standards Committee may exclude a competitor from the series if they feel this is in the greater interest of the series.

7.3: Cameras: All drivers must use a suitable in-car camera to record race events. In the event of an on-track incident, competitors may be asked for their footage. Note all cameras must be secured in such a way to meet MSNZ Schedule A requirements. Any driver who cannot produce video footage when asked by MSNZ officials or OK Cup Driving Standards Committee may be docked 2 championship points.

8: PUBLICITY / SOCIAL MEDIA

8.1: Right of Publicity: You and your car may be photographed, recorded, or otherwise reproduced and re-used (including but not limited to television, internet, magazines, radio) at the discretion of OK Cup management. Drivers must reserve the upper section of their front windscreen for the placement of series-supplied window banners.

8.2: OK Cup reserves the right to limit or request removal of video/images/posts that put the series, its competitors, or its sponsors in a bad light. For the privacy of those involved, posting of any incidents resulting in injury or serious damage is strictly forbidden without approval from OK Cup.