

ACCREDITED SERIES ARTICLES GOVERNING THE 2025-2026 OSCA Race Series

PREAMBLE

The Canterbury Car Club on behalf of the Open Saloon Car Association hereby declares the following articles to be those governing a Motor Racing Series for Competitors of Schedule OSCA cars.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 259003

The Series is organised and held in accordance with the current MotorSport New Zealand 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 Organising/Inviting Club of each Round of the Series.

The OSCA 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,
- The Technical Regulations – Schedule OSCA,
- The Event Supplementary Regulations issued by the inviting Clubs.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport New Zealand 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
A001	02 10 2025	6.4.1(3)	Handicap grid for Round 1 Race Three.

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” means the OSCA Race Series for cars complying with Schedule OSCA.

“The Club” or **“OSCA”** means the organising Club, being the Open Saloon Car Association.

“Round Organiser” or **“Inviting Club”** means the MotorSport New Zealand Member Club organising a Meeting and/or Event which is a round of the Series.

“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 current members of The Club.

2.2 VEHICLE ELIGIBILITY:

2.2.1 Eligibility shall be for saloon cars complying with the specifications set out in Schedule OSCA.

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 New Zealand licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor.

2.2.3 All competing vehicles shall reserve the spaces for the Series sponsors', official OSCA Race Series decals, and competition numbers and Driver's name at all Rounds, in the locations and to the dimensions set out in Appendix One to these Articles.

2.3 Classes: There are four(4) classes as follows:

(a) **GT1 Class:** being vehicles that have a corrected engine capacity of 4501cc-6200cc and includes space-frame vehicles.

(b) **GT2 Class:** being vehicles that have a corrected engine capacity of up to 4500cc and includes space-frame vehicles.

(c) **GT3 Class:** being vehicles that have a corrected engine capacity of up to 3500cc. Space-frame vehicles are specifically excluded from this class.

(d) **GT4 Class:** being vehicles that have an engine capacity of up to 2500cc, normally aspirated only. Space-frame vehicles are specifically excluded from this class.

Note: Equivalence factors shall be determined in accordance with Appendix Two, Schedule A, Article 3.5.

2.3.1 The Club may invite any other vehicles to compete in the “Outlaw Class”, in addition to those listed above. Any such invited Competitor shall not be eligible for overall, or Class Round points and their placing shall be ignored for the purposes of calculating overall and Class points. OSCA will purchase a separate Outlaw Trophy for the overall winner of the Outlaw Class if more than one is invited/participates.

2.3.2 OSCA LITES: In addition to the overall Series championship, Competitors may also elect to compete for the OSCA LITES Championship which will be conducted alongside the overall Series. This is restricted to Competitors who do not consider they will make a minimum lap time at Rounds. There will be points penalties and removal from this Series if they are broken. Details are listed in Article 8.2.

The laps times for 2024/25 are:

Levels:	1min.07secs	Ruapuna:	1min.32secs
Teretonga:	1min.04secs	Highlands A & C:	1min.18secs
Highlands GT:	1min.48secs		

These times will be reviewed at the Club’s Annual General Meeting.

2.3.3 FIA GT3 specification vehicles and FIA GT3 “type” vehicles, as determined by the OSCA committee, shall not be eligible to compete.

3. SERIES PERSONNEL

3.1 At each Round of the Series the following personnel shall have the responsibilities and authorities as set out:

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: Anneke Dossett
Mobile Phone No: 027 239 8910
Email: admin@osca.co.nz

Who shall have the duties and 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) Liaise with Inviting Club/s on all matters pertaining to these Articles;
- (b) Ensure correct placement of decals on vehicles contesting the Series; and
- (c) Provide and/or assist the Inviting Club/s with grid starting positions in accordance with of these Articles.

3.1.3 Series Secretary: Anneke Dossett
Mobile Phone No: 027 239 8910
Email: admin@osca.co.nz

All correspondence shall be addressed to the Series Secretary who is authorised by the Club to:

- (a) Carry out all the necessary administrative duties for the Series; and
- (b) Record and publish all Series points schedules.

3.1.4 Series Scrutineer: Mitchell Hamilton
Mobile Phone No: 027 826 5156
Email: admin@osca.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;
- (b) Inspect any competing vehicle within the Series in order to ascertain compliance with the Technical Regulations;
- (c) Assist competitors with technical enquiries relative to the Technical Regulations applicable to their vehicle;
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures;
- (e) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the Category; and
- (f) 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 Secretary who is authorised by the Club to carry out all the necessary administrative duties for the Series. Correspondence is to be addressed to the Club:

OSCA Series Secretary
admin@osca.co.nz

4. SERIES REGISTRATION

4.1 Registration into the Series should be made through the [OSCA website](#). By registering for the Series, the Competitor is acknowledging a desire to join the Club. Acceptance of membership will be emailed out to each member individually post committee review.

4.1.1 The Series registration fee has been set at \$150.00 including GST, or \$50.00 including GST per Round for those competitors not contesting all Rounds of the Series.

4.1.2 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;
- (2) Agree to comply with these Articles and those of the National Sporting Code;
- (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
- (4) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

- 4.2.1** The Club will allocate competition numbers to each Competitor. A number waitlist has been created, where the member that last ran the number has first preference if two members request the same number.
- 4.3** Entry to each Round of the Series (which is separate to the Series Registration) should be made as outlined in the Meeting Supplementary Regulations.

5. SERIES STRUCTURE

- 5.1** The Series shall comprise of the following Rounds:

Round	Date	Venue	Inviting Club
1	19 October 2025	Euromarque Motorsport Park	Canterbury Car Club
2	1-2 November 2025	Levels Raceway	South Canterbury Car Club
3	6-7 December 2025	Teretonga Park	Southland Car Club
4	31 January – 1 February 2026	Levels Raceway	South Canterbury Car Club
5	7-8 March 2026	Euromarque Motorsport Park	Canterbury Car Club
6	28-29 March 2026	Highlands Motorsport Park	Highlands Motorsport Park

- 5.1.1** The Meeting Organiser shall provide timing equipment that will be deemed to be the official timing equipment for the Round.
- 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:** 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:** There will be one(1) Qualifying session of a minimum of fifteen(15) minutes duration. Points will be awarded for Qualifying at Round 1 only.
- 6.3 RACES FORMATS AND DISTANCES:**

Round	Race One	Race Two	Race Three	Race Four
1	6 Laps	6 Laps	6 Laps	N/A
2	8 Laps	8 Laps	8 Laps	8 Laps
3	8 Laps	8 Laps	8 Laps	8 Laps
4	8 Laps	8 Laps	8 Laps	8 Laps
5	6 Laps	6 Laps	6 Laps	6 Laps
6	6 Laps	6 Laps	6 Laps	6 Laps

6.4 Races shall be run to the following structure:

6.4.1 ROUND 1:

- (1) **Race One:** shall be a rolling start, with starting positions determined from the Qualifying times, fastest Competitor to the front.
- (2) **Race Two:** shall be a standing start, reverse split grid with starting positions determined by the fastest time from Qualifying or Race One, fastest vehicle to the rear of the grid. Lap times recorded by a Competitor excluded from Race One may still be used to determine the grid position for Race Two. The grid shall be split as follows:
 - (a) **14 or less starting vehicles:** The grid shall comprise three(3) groups each separated by two(2) grid positions, with a starting delay of ten(10) seconds between each group;
 - (i) Group 1 consisting of those vehicles recording a lap time within 105% of the fastest time recorded in Qualifying, and Race One.
 - (ii) Group 2 consisting of those vehicles recording a lap time between 105.1% and 110% of the fastest lap time recorded in Qualifying and Race One.
 - (iii) Group 3 consisting of those vehicles recording a lap time above 110.1% of the fastest lap time recorded in Qualifying and Race One.

Vehicles shall remain stationary until the start signal for their group is given.

- (b) **15 or more starting vehicles:** The grid shall comprise four(4) groups, each separated by two(2) grid positions, with a starting delay of ten(10) seconds between each group;
 - (i) Group 1 consisting of those vehicles recording a lap time within 104% of the fastest lap time recorded in Qualifying, and Race One.
 - (ii) Group 2 consisting of those vehicles recording a lap time between 104.1% and 108% of the fastest lap time recorded in Qualifying, and Race One.
 - (iii) Group 3 consisting of those vehicles recording a lap time between 108.1% and 112% of the fastest lap time recorded in Qualifying and Race One.
 - (iiii) Group 4 consisting of those vehicles recording a lap time above 112.1% of the fastest lap time recorded in Qualifying and Race One.

Vehicles shall remain stationary until the start signal for their group is given.

Note: The Series Coordinator may reposition a maximum of two(2) cars between groups.

- (3) **Race Three:** shall be a standing start **handicap grid** with starting positions determined by the fastest time from Qualifying, Race One, or Race Two, fastest vehicle to the **rear** of the grid. Lap times recorded by a Competitor excluded from either Race One or Race Two may still be used to determine the grid position for Race Three.

A Driver may apply to the Series Coordinator to nominate a time faster than the fastest time that driver recorded from Qualifying, Race One, or Race Two. Application must be made to the Series Coordinator at least forty-five(45) minutes prior to the start of Race Three. For any such application the Series Coordinator's decision will be final.

6.4.2 Round 2-6:

- (1) **Race One:** shall be a rolling start, with starting positions determined from the Qualifying times, fastest Competitor to the front.
- (2) **Race Two:** shall be a standing start, reverse split grid with starting positions determined by the fastest time from Qualifying or Race One, fastest vehicle to the rear of the grid. Lap times recorded by a Competitor excluded from Race One may still be used to determine the grid position for Race Two. The grid shall be split as follows:
 - (a) **14 or less starting vehicles:** The grid shall comprise three(3) groups each separated by two(2) grid positions, with a starting delay of ten(10) seconds between each group;
 - (i) Group 1 consisting of those vehicles recording a lap time within 105% of the fastest time recorded in Qualifying, and Race One.
 - (ii) Group 2 consisting of those vehicles recording a lap time between 105.1% and 110% of the fastest lap time recorded in Qualifying and Race One.
 - (iii) Group 3 consisting of those vehicles recording a lap time above 110.1% of the fastest lap time recorded in Qualifying and Race One.

Vehicles shall remain stationary until the start signal for their group is given.

- (b) **15 or more starting vehicles:** The grid shall comprise four(4) groups, each separated by two(2) grid positions, with a starting delay of ten(10) seconds between each group;
 - (i) Group 1 consisting of those vehicles recording a lap time within 104% of the fastest lap time recorded in Qualifying, and Race One.
 - (ii) Group 2 consisting of those vehicles recording a lap time between 104.1% and 108% of the fastest lap time recorded in Qualifying, and Race One.
 - (iii) Group 3 consisting of those vehicles recording a lap time between 108.1% and 112% of the fastest lap time recorded in Qualifying and Race One.
 - (iiii) Group 4 consisting of those vehicles recording a lap time above 112.1% of the fastest lap time recorded in Qualifying and Race One.

Vehicles shall remain stationary until the start signal for their group is given.

Note: The Series Coordinator may reposition a maximum of two(2) cars between groups.

- (3) **Race Three:** shall be a standing start with starting positions determined by the fastest time from Qualifying, Race One or Race Two, fastest vehicle to the front of the grid. Lap times recorded by a Competitor excluded from either Race One or Race Two may still be used to determine the grid position for Race Three.
- (4) **Race Four:** shall be a standing start handicap grid with starting positions determined by the fastest time from Qualifying, Race One, Race Two or Race Three, fastest vehicle to the rear of the grid. Lap times recorded by a Competitor excluded from either Race One, Race Two or Race Three may still be used to determine the grid position for Race Four.

A Driver may apply to the Series Coordinator to nominate a time faster than the fastest time that Driver recorded from Qualifying, Race One, Race Two or Race Three. Application must be made to the Series Coordinator at least forty-five(45) minutes prior to the start of Race Four. For any such application the Series Coordinator's decision will be final.

- 6.5** 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.

7. PARC FERME

- 7.1** Upon directive from the Series Scrutineer or their appointed assistant, Competitors may be required to drive their competing vehicle 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 the entry of team personnel for the purposes of vehicle eligibility inspections.
- 7.3** 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.

8. PENALTIES

- 8.1** **Overall Series championship Breakout Penalty:** a Competitor recording a lap time more than 00:01.000 seconds faster than the lap time used to determine their starting position for Race Four (a breakout), shall have a ten(10) seconds time penalty added to their overall race time for each lap that the breakout occurred. Should the resultant penalty exclude the participant from a placing or podium finish, then all awards/prizes will be immediately passed onto the appropriate place getter.
- 8.2** **OSCA Lite Series championship Breakout Penalty:** If a Competitor breaks out in Qualifying, the time is deleted, and they will be required to start at the rear of the grid. If more than one breakout in Qualifying, the deleted times would dictate the order at the rear of the field. If a Competitor breaks out in the Races, they are excluded from the results. More than three(3) breakouts over a weekend will result in removal from the OSCA Lites Series championship but will remain in the Overall Series championship.

The Committee will be monitoring Competitors within the OSCA Lites Series championship for impeding others to remain within the breakout times, if the majority of the Committee agree that this has occurred on more than three(3) occasions, the Committee can remove that Competitor from the OSCA Lites Series championship (putting the Competitor back into the Overall Series championship).

9. POINTS

- 9.1** Points will be allocated to Drivers in the vehicle the Driver Qualified in and based on their overall finishing positions in each Race at each Round of the Series.

- 9.1.1** Any Competitor that has nominated the OSCA Lite Series championship, will receive additional OSCA Lite Series championship points (on top of Class and overall Series championship points).

9.1.2 Outlaw Competitors (or invitational) will not be counted in overall OSCA Series Class points or OSCA Lite Series points but will gain points for the Outlaw Class that runs alongside OSCA.

9.2 Points will be allocated to Drivers on each Series Race and Qualifying at Round 1 on the following basis:

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

As per Motorsport New Zealand rules, to be classified a finisher, a Competitor must both pass the finish flag and complete 75% of the Race.

9.3 **Class Points:** Separate points shall be allocated as detailed in Article 9.2 above for each Class and will be allocated to Competitors based on their Class finishing positions in each Series Race at each Round.

10. AWARDS

10.1 The overall Series Champion shall be the Driver with the highest overall points score awarded from all Rounds of the Series and shall be awarded the South Island OSCA Cup.

10.2 The Class Series Champion for each of GT1, GT2, GT3 and GT4 shall be the Driver with the highest Class points score awarded from all Rounds of the Series.

10.3 The presentation of Series Awards shall be made at the conclusion of the Series, at a time and place and in a manner as specified by the Club.

10.4 The following awards will be made according to the results of the Series as follows:

(a) Series Champion:

- Overall Series Champion will be awarded the South Island OSCA Cup.
- 2nd Overall in Series
- 3rd Overall in Series

(b) GT1:

- Overall Series Champion for GT1
- 2nd Overall in GT1 Series
- 3rd Overall in GT1 Series

(c) GT2:

- Overall Series Champion for GT2
- 2nd Overall in GT2 Series
- 3rd Overall in GT2 Series

(d) GT3:

- Overall Series Champion for GT3
- 2nd Overall in GT3 Series
- 3rd Overall in GT3 Series

(e) GT4:

- Overall Series Champion for GT4
- 2nd Overall in GT4 Series
- 3rd Overall in GT4 Series

(f) Handicap Champion:

- Overall Handicap Race Series Champion
- 2nd Overall in Handicap Race Series
- 3rd Overall in Handicap Race Series

(g) OSCA Lites Champion:

- Overall Series Champion
- 2nd Overall in Lites Series
- 3rd Overall in Lites Series

11. IN-CAR CAMERAS

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

11.2 In-car camera footage shall be made available to the Clerk of the Course and/or Steward(s) on request. Such recordings or data shall be provided unmodified in any way and must be available for a minimum period of two(2) hours after the conclusion of the final Race.

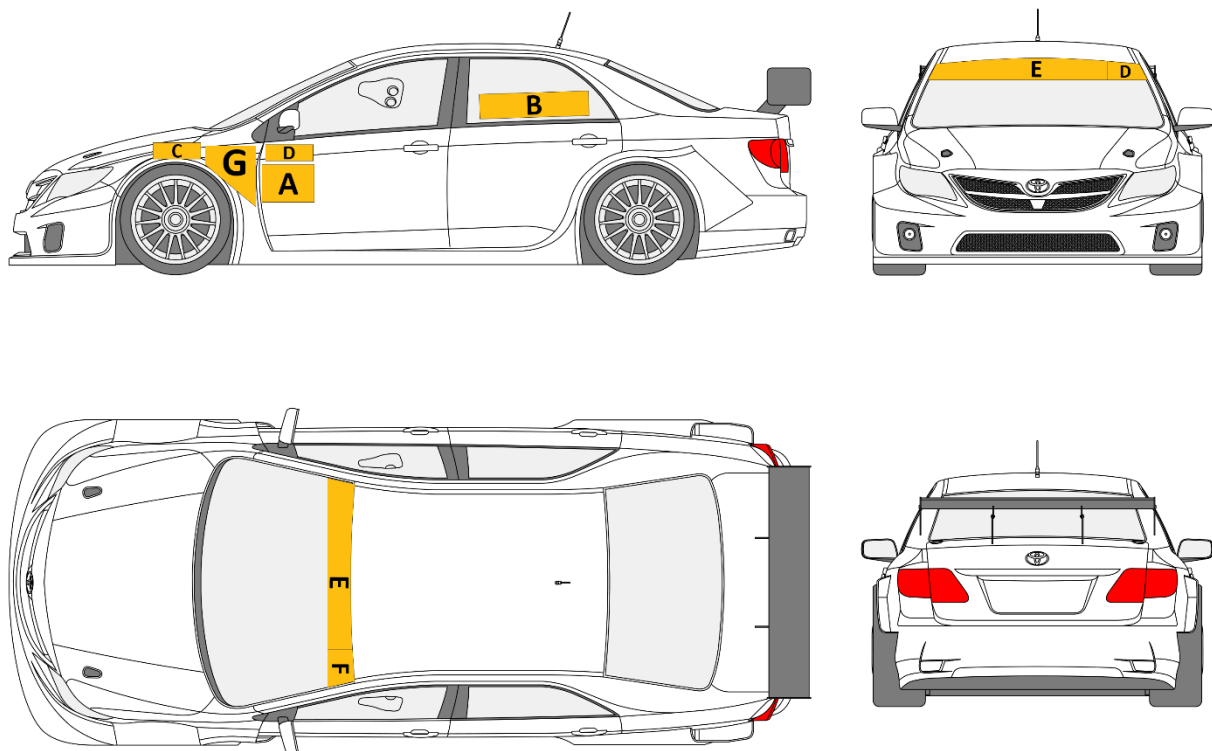
12. RACE RADIO

12.1 Race Radio may be used at some Rounds. This requirement will be contained in Round Supplementary Regulations along with the operating frequency.

12.2 Radio communications to Competitors during Practice, Qualifying and Races will be solely related to any safety-related matters where practicable.

12.3 Direct radio communications serve as a supplementary aid and shall not supersede any official signals conveyed to Drivers.

APPENDIX 1 – DECAL PLACEMENT LOCATIONS



	Location	Decal
A	Front door panel, Both Sides	Car Number
B	Rear Window, both sides	Driver Name
C	Top of Front guard	Series Sponsor
D	Top of side numbers	MotorSport New Zealand Accredited Series sticker
E	Windscreen Banner	Series Sponsor
F	Top left of windscreen	Class Decal
G	Front quarter panel	Technical information