

SPORTING REGULATIONS GOVERNING THE 2026-27 SPORT SALOONS CUP ACCREDITED RACE SERIES

PREAMBLE

MotorSport New Zealand hereby declares the following Sporting Regulations to be those governing competition for Drivers in the Sport Saloons Cup Race Series, a MotorSport New Zealand Level 1 Accredited Series.

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

- The current MotorSport New Zealand National Sporting Code (NSC) and its appropriate Appendices and Schedules, specifically Schedule Z being the Standing Regulations applicable to all Races;
- The Technical Regulations – 2026-27 Schedule SP; and
- The Event Supplementary Regulations.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 269011

OFFICIAL RECORD OF AMENDMENTS

MotorSport New Zealand may amend or clarify these Sporting Regulations by issuing Amendments, authorised by the Chief Executive Officer or their representative.

All Amendments issued during the season are recorded in the table below:

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes

1. DEFINITIONS

In these Sporting Regulations, terms and expressions have the meanings set out in the National Sporting Code and, where applicable, as defined below:

"Article(s)" means a numbered provision within these Regulations or within the National Sporting Code, as identified by its number (and sub-number, where applicable). Article headings/titles are included for ease of reference only. References to an Article include all sub-clauses of that Article unless otherwise stated.

"National Sporting Code" and **"NSC"** means the current MotorSport New Zealand National Sporting Code and its Appendices and Schedules, which set out the fundamental rules and principles governing the organisation and conduct of Events, and to which all Regulations are subject.

"The Series" or **"SS Cup"** means the 2026-27 Sport Saloons Cup Race Series for vehicles complying with the Technical Regulations (Schedule SP).

"Regulation(s)" means a formal body of rules, or any distinct set of provisions within such a body, approved by MotorSport New Zealand, governing any aspect of a Series or Championship.

"Round Organiser" or **"Inviting Club"** means the MotorSport New Zealand Member Club organising a Round of the Series.

"Round" means from the first Practice session to the end of the last Race at each event of the season at which Drivers may score points towards the Series.

2. ELIGIBILITY

2.1 DRIVER ELIGIBILITY:

2.1.1 All Drivers must 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.

Note: Under the provisions of the Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian Competitors holding both Motorsport Australia Circuit Competition Licences and Trans-Tasman Visas may enter any of the New Zealand Race Series and be eligible for awards.

2.1.2 Foreign participants may compete in the Series in accordance with National Sporting Code Appendix One, Schedule L, Article 6.1.

2.1.3 All Drivers must be financial members of SS Cup and any MotorSport New Zealand Member Club.

2.2 VEHICLE ELIGIBILITY:

2.2.1 All vehicles must comply with the specifications set out in the Technical Regulations (Schedule SP).

2.2.2 In entering, all Drivers/Entrants agree to submit their vehicle for scrutineering when required by the Series Scrutineer for compliance with National Sporting Code Appendix Two, Schedule A and the Technical Regulations (Schedule SP).

2.2.3 A Driver/Entrant who has Qualified to Race during a Round may only be allowed to change vehicle after Qualifying at the discretion of the Clerk of the Course but that Driver/Entrant will not be eligible for Round points following the change of vehicle.

2.2.4 Classes: There are three Classes as follows:

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

Levels Raceway	1:09.000 – 1:10.999
Ruapuna Raceway Circuit One	1:35.000 – 1:36.999
Highlands Motorsport Park GT Circuit	1:48.000 – 1:53.999
Highlands Motorsport Park A&C Circuit	1:18.000 – 1:19.999
Teretonga Park	1:06.000 – 1:07.999

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

Levels Raceway	1:11.000 – 1:14.999
Ruapuna Raceway Circuit One	1:37.000 – 1:41.999
Highlands Motorsport Park GT Circuit	1:54.000 – 1:56.999
Highlands Motorsport Park A&C Circuit	1:20.000 – 1:23.999
Teretonga Park	1:08.000 – 1:10.999

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

Levels Raceway	1:15.000 and slower
Ruapuna Raceway Circuit One	1:42.000 and slower
Highlands Motorsport Park GT Circuit	1:57.000 and slower
Highlands Motorsport Park A&C Circuit	1:24.000 and slower
Teretonga Park	1:11.000 and slower

- 2.3 Class Eligibility Requirements:** The Class a Driver commences the Series in is determined by either their best lap time achieved at the first Round they compete in during that season, or the Class nominated by the Driver/Entrant to the Series Coordinator, whichever is faster.
- 2.3.1** A Driver/Entrant may apply to the Series Coordinator in writing (including via text message or email) prior to start of Qualifying or start of a Race at any Round to change to a higher Class. If approved in a written response, or if a Driver is required to change to a higher Class under Article 8.3(2), the Driver's Class points are then recalculated in accordance with Article 9.1.3. A Driver may not change to a lower Class.
- 2.3.2** For the avoidance of doubt, a Driver must remain in their Class even if they are slower than the bracket times listed in Article 2.2.4 at a Round.
- 2.3.3** For the entirety of the Round, every vehicle must display a sticker, either A, B, or C, on the front windscreen representing the Class the Driver is entered in. If a Driver changes to a higher Class, after approval under Article 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 Qualifying or Race. The Class sticker will determine the breakout time applicable during any Race. If the Class sticker is not displayed on the front windscreen, the Driver will be deemed to be in C Class.
- 2.4 Class Eligibility Times:** Any Driver who exceeds the minimum lap time specified in Article 2.2.4 at any time during Qualifying or a Race will be penalised in accordance with these Sporting Regulations. This provision will apply regardless of whether the Driver fails to finish the Race or is disqualified.

3. SERIES PERSONNEL

- 3.1** At each Round the following personnel or their approved assistant/s (as published by way of Bulletin on the Official Noticeboard) have the responsibilities and authorities set out below:

3.1.2 Series Coordinator:

Name: Debbie Wendelborn
Phone: 021 740 667
Email: sscupnz@gmail.com

Who has the duties and authority of a Series Coordinator as set out in the National Sporting Code and is responsible for and authorised by MotorSport New Zealand 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 and MotorSport New Zealand on all matters pertaining to the Category and with Event Officials on any sporting aspect for the Category;
- (d) Ensure correct placement of competition number sets and decals on competing vehicles; and
- (e) Act as a Judge of Fact in accordance with NSC86(1)(c) with respect to Class lap times.

3.1.3 Series Scrutineer:

Name: Mitchell Hamilton
Phone: 027 826 5156
Email: sscupnz@gmail.com

Who has the duties and authority of a Series Scrutineer as set out in the National Sporting Code and is responsible for and authorised by MotorSport New Zealand to:

- (a) Deal with all technical matters pertaining to the Series;
- (b) Inspect any competing vehicle within the Series to ascertain compliance with the Technical Regulations;
- (c) Assist Drivers/Entrants 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.

3.1.4 Driving Standards Observer:

Name: TBC
Email: sscupnz@gmail.com

Who is authorised by MotorSport New Zealand to undertake the duties outlined in Appendix Four, Schedule Z, Article 22.

- 3.2 All correspondence must be addressed to the Series Coordinator, who is authorised by SS Cup to carry out all the necessary administrative duties for the Series.

4. SERIES REGISTRATION

- 4.1 Any Driver/Entrant intending to register for the Series must 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, if any), payable to the Series.
- 4.1.2 The Series Coordinator may accept a partial Series Registration Fee of \$100 (incl GST, if any) for any Driver/Entrant wanting to compete in one Round. A second fee of \$50 (incl GST, if any) may be paid for a second Round and the Driver/Entrant will then be deemed to have paid a full Series Registration Fee.
- 4.1.3 The Series Coordinator reserves the right to accept or decline any registration for the Series.
- 4.2 By registering for the Series, all Drivers/Entrants:
- (1) Are deemed to be in acceptance of these Sporting Regulations;
 - (2) Agree to comply with these Sporting Regulations and those of the National Sporting Code;
 - (3) Will at all times be responsible for the presentation of their competing vehicle with respect to safety requirements under NSC Schedule A, and eligibility requirements under the Technical Regulations (Schedule SP); and
 - (4) Agree to comply with the specific requirements of the official Series Sponsor(s), as detailed within these Sporting Regulations.
- 4.3 SS Cup will allocate competition numbers to all Drivers/Entrants of the Series. Prior to 1 October 2026, last season's Drivers may request their same number again; excepting that the actual numbers will be issued on a 'first 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.
- 4.4 Entry to each Round of the Series (which is separate to the Series Registration) must be made as per the method described in the Event Supplementary Regulations issued by the Inviting Club. Entries 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	5-6 September 2026	Ruapuna Raceway	Canterbury Car Club
2	31 October - 1 November 2026	Levels Raceway	South Canterbury Car Club
3	21-22 November 2026	Highlands Motorsport Park (GT Circuit)	Highlands Motorsport Club
4	5-6 December 2026	Teretonga Park	Southland Sports Car Club
5	29-31 January 2027	Levels Raceway	South Canterbury Car Club
6	13-14 March 2027	Ruapuna Raceway	Canterbury Car 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 will 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	Race One	Race Two	Race Three	Race Four	Venue
1	6 laps	6 laps	6 laps	6 laps	Ruapuna Raceway
2	8 laps	8 laps	8 laps	8 laps	Levels Raceway
3	6 laps	6 laps	6 laps	6 laps	Highlands Motorsport Park (GT Circuit)
4	8 laps	8 laps	8 laps	8 laps	Teretonga Park
5	8 laps	8 laps	8 laps	8 laps	Levels Raceway
6	6 laps	6 laps	6 laps	6 laps	Ruapuna Raceway

6.3.1 At all Rounds the Stewards of the Meeting reserve the right to shorten and/or cancel any Practice, Qualifying, and/or Race/s in the case of Force Majeure in accordance with the National Sporting Code.

6.4 Starting Procedures: Starts for Race One at each Round will be a rolling start and for all other Races at each Round will be a Standing Start in accordance with the provisions of NSC Appendix 4, Schedule Z, Article 8.1.

6.5 Races will be run to the following Race structure:

- (1) Race One:** Starting positions will be determined in order of Qualifying times with the fastest competing vehicle on pole position. Any Qualifying time recorded that is faster than the Class time bracket applicable to any Driver will not be used in determining grid placing.
- (2) Race Two:** Will be a reverse grid handicap start by Class, with Class C to the front, followed by Class B, and then Class A. An empty row will be maintained between each of the 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 Driver with a Qualifying or Race time recorded that is faster than the Class time bracket will be placed at the rear of the grid for their Class, if more than one Driver is to be placed at the rear of the Class grid they will be placed based on each such Driver's fastest

lap time exclusive of any time faster than their Class time bracket. Each Class grid will be started by light signal.

- (3) **Race Three:** Will be a reverse grid by Class based on the finishing results of Race One. Class A to the front, followed by Class B, and then Class C. No gaps will be placed between Classes. Any Driver that did not finish Race One will be placed at the rear of their respective Classes in the following order:
- (a) Those Drivers not finishing Race One, in order of laps completed, followed by:
 - (b) Those Drivers 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:** Will be a reverse grid handicap start by Class, Class C to the front, followed by Class B, and then 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 and 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 Driver with a Qualifying or Race time recorded that is faster than the Class time bracket will be placed at the rear of the grid for their Class, if more than one Driver is to be placed at the rear of the Class grid they will be placed based on each such Driver's fastest lap time exclusive of any time faster than their Class time bracket. Each Class grid will 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 Event's Official Noticeboard.

Drivers are to 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 2.2.4:
- (1) **Qualifying:** deletion of all Qualifying times and that Driver will start from the rear of the grid for the first Race.
 - (2) **Races:** the Driver will be excluded from the results of that Race.
- 8.2 If a Driver in Class A exceeds the Class Eligibility time as described in Article 2.4(1):
- (1) **For the first four(4) occurrences:** the Driver will be penalised in accordance with Article 8.1.
 - (2) **For the fifth occurrence:** the Driver will be excluded from the Series.

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

- 8.3 If a Driver in Class B or Class C exceeds their Class Eligibility time as described in Article 2.2.4(b) or (c):
- (1) **For the first or second occurrence:** the Driver will be penalised in accordance with Article 8.1, however will remain in their current Class.

- (2) **For the third occurrence:** the Driver will 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 Article 8.1, each Qualifying or Race in which a Driver is excluded in accordance with the provisions of Article 7.2 will count as one(1) occurrence.

9. POINTS

9.1 Points: Points will be allocated on every Race at every 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) will increase by 10 points (i.e. 50 points for 1st, 49 for 2nd, 48 for 3rd and so on) with the exception of any Driver disqualified from Qualifying or any Race or any Driver that did not start or finish a Race will still receive 0 points:

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 & lower	1
13 th	28	27 th	14		
14 th	27	28 th	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 every Race at every 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 One, Two, Three, or Four (not Qualifying) provided that Drivers that exceed their Class time bracket will 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 in Article 9.1 to Drivers based on Overall Qualifying order.
- (2) **Class Position:** in accordance with the table in Article 9.1 to Drivers in each Class based on Class Qualifying order.

9.1.3 Recalculation of Points: Where a Driver changes Class in accordance with Articles 2.3.1 or 8.3 (2), that Driver's Overall and Class points will be recalculated back to the start of the season as if the Driver was in the new Class from the point they started competing, provided that zero points will continue to apply where a Driver has received a disqualification and provided further that any Bonus Point awarded under Article 9.1.1(2) will remain with the Driver.

- 9.2 Joker Round:** Each Competitor that has paid a full Series registration fee will be able to pick one Round for which the number of points allocated will be doubled, with the calculation of double points to apply in the season Class, handicap and overall points only. The Driver must notify the Series Coordinator 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 Coordinator will place a Joker sticker on the Driver's right rear bumper or right rear boot which must be removed by the Driver/Entrant following the last Race of the Round. The Joker nomination will remain with the Driver and competing vehicle, i.e. a Driver must not move the Joker to a new competing vehicle during a Round.

10. AWARDS

- 10.1** The overall Sports Saloon Cup Series winner will 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 will be awarded to the Driver who has gained the highest aggregate of points from Races Two and Four 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 of the Series. The highest aggregate of points will be calculated as the total of all Class points from all Rounds of the Series.

11. DECALS

- 11.1** All Drivers/Entrants must ensure that their competing vehicle has the specified spaces reserved for SS Cup and the Series Sponsor at all Rounds of the Series (and Series publicity photos at any time) in accordance with Appendix One of these Sporting Regulations. Any Driver who fails to display Series Sponsor decals as outlined in Appendix One during Qualifying or Races One to Four (inclusive) except at the discretion of the Series Coordinator will not be eligible for points
- 11.2** Where a Driver is competing in another Series at the same Round or during the season and the competing vehicle must also display a windscreen banner for the other Series, a split windscreen banner with the naming rights sponsors of both Series (or multiple banners) may be displayed on the competing vehicle at the discretion of the Series Coordinator.
- 11.3** Competition numbers will be allocated by the Series Coordinator in accordance with Article 4.3. The Driver/Entrant must provide the physical competition number sets and comply with the requirements of NSC Appendix Two, Schedule A.

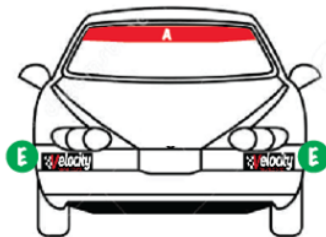
12. IN-CAR CAMERAS

- 12.1** Drivers/Entrants must install and run an in-car camera during all Qualifying and Races during the Series.
- 12.2** All in-car cameras must be installed in accordance with NSC Appendix Two, Schedule A, Part One, Article 6.4 and are subject to inspection and approval by the Series Scrutineer and/or the Event Chief Scrutineer.
- 12.3** In-car camera footage must be made available to SS Cup or the Clerk of the Course and/or Steward(s) on request. Such recordings or data must be provided unmodified and must be available for a minimum period of up to two(2) hours after the conclusion of the Round from which the footage was requested.
- 12.4** Failure to supply in-car camera footage may result in a penalty at the discretion of the Series Coordinator and/or Clerk of the Course including exclusion from the results of the Qualifying or Race where footage was requested but not available, and/or loss of points for that Race.

13. DIRECT TO DRIVER (ONE WAY) RADIO COMMUNICATIONS

- 13.1** The Series Coordinator may apply discretion to not run Direct to Driver (one way) Radio at any Round. This information will be posted on the Event's Officials Noticeboard.
- 13.2** Wherever an Inviting Club has a functioning base unit for sending Direct to Driver (one-way) Radio communications it is compulsory for each Driver to have a fully functioning Direct to Driver (one way) 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) Radio Communication, the Series Coordinator may arrange for a base unit and Direct to Driver (one way) Radio receivers to be used by Driver for all official Practice, Qualifying, and Races.
- 13.4** Radio communications to Drivers during Practice, Qualifying, and Races will be solely related to any safety-related matters where practicable.
- 13.5** Direct to Driver (one way) Radio Communications serve as a supplementary aid and do not supersede any official signals conveyed to Drivers.

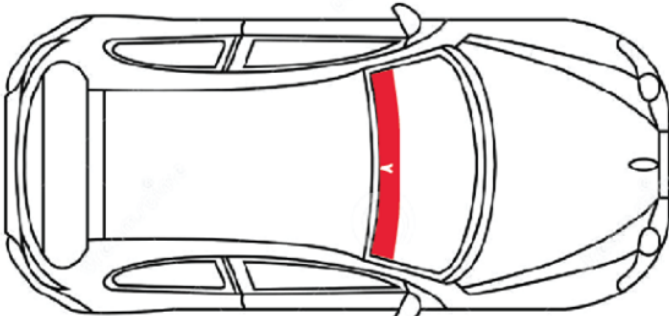
APPENDIX ONE: DECALS AND LOCATIONS

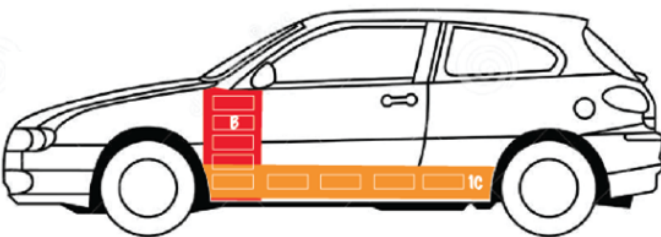


E: Bumper - Placement on left and right front of car bumper

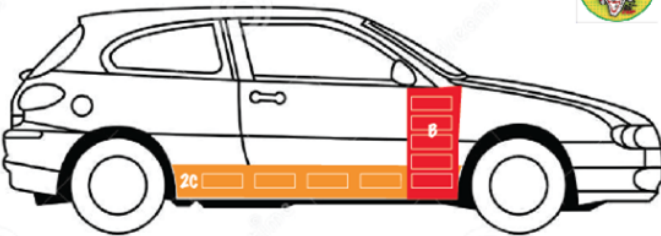


F: Bumper - Placement on left and right rear of car bumper





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





Season 11 Sponsorship logo placement guidelines.
Choose either a vertical or horizontal option for your car.

B: Sponsorship logo placement vertical option



A: Naming rights windscreen banner



1C: Sponsorship logo placement horizontal



2C: Sponsorship logo placement horizontal

