

Honda Cup Articles

2018-19 Series

Articles covering the Honda Cup Race Series 2018-19

Preamble

The New Zealand Honda Racing Drivers Club Incorporated (HRDCNZ) hereby declares the following Articles to be those governing the motor racing series for drivers of Honda Cup eligible cars known as Honda Cup.

The Series is organised and held in accordance with the Motorsport NZ National Sporting Code, the standing regulations and any supplementary regulations applicable to and issued by the organisers of each round of the 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 2018-2019 Honda Cup Technical Regulations.
- The event supplementary regulations issued by the inviting clubs.

As a condition of entry, all drivers who take part in the Series agree to be bound by these Articles and the above regulations and the NSC. Failure to comply may result in a range of penalties being applied by the Technical Officers and/or the Series Coordinator up to and including exclusion from an event or the Series.

1 Interpretation

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

"The Series" means the Honda Cup 2018-2019 Series for cars complying with schedule Honda Cup.

"The Club" means the Honda Racing Drivers Club of New Zealand Incorporated.

"Round Organiser" or "Inviting Club" means a Motorsport NZ member club organising a meeting and/or event which is a round of the Series.

"MSNZ" means Motorsport New Zealand.

"National Sporting Code" and "NSC" mean the Motorsport NZ National Sporting Code.

"Round" means each meeting and/or event, the results of which qualify drivers for points in the Series.

"Force majeure" means when certain circumstances beyond the organiser's control arise, making performance inadvisable, commercially impracticable, illegal, or impossible.

"CRO" means competitor relations officer.

"HRDCNZ" means the Honda Racing Drivers Club of New Zealand Incorporated.

"Honda Cup Register" means the official list of those who have entered the Series as maintained by the HRDCNZ Secretary.

Any reference herein to the masculine gender shall include the feminine gender and vice versa.

2 Objectives

The objective of the Series is to promote and foster Honda racing by presenting competitors with a well-promoted series creating enjoyable and relaxed competition in the spirit of Honda Cup competition.

3 Eligibility

3.1 All drivers must hold an MSNZ National Race licence or higher and if the entrant is other than the driver an entrant's licence is required in the name of the entrant.

3.2 Eligibility shall be for cars complying with the specifications set out in the Honda Cup Technical Regulations as set out in the schedule by that title appended to these Articles.

3.3 All entrants and drivers shall agree to submit their vehicle to eligibility scrutineering when required by the appointed Series Coordinator or Series Scrutineer/Technical Officer.

3.4 A competitor shall pay the full Series entry/admin fee to race in any or all Rounds of the Series.

4 Series Structure

4.1 Rounds 1-5

Round 1	20-21 Oct	Manfeild	IRC
Round 2	24-25 Nov	Taupo	IRC
Round 3	8-9 Dec	Pukekohe	Speedworks
Round 4	2-3 Feb	Taupo	Speedworks
Round 5	9-10 Mar	Hampton	Speedworks

4.1.1 HRDCNZ reserves the right to add, cancel or amend rounds of the Series due to force majeure without affecting in any way its power to award points and/or titles.

5 Series Personnel

5.1 At each round the following personnel or their approved assistant shall have responsibilities for and authority set out below:

5.1.1 **Series Secretary** who is responsible for and authorised by HRDCNZ to:

- i. Deal with all administrative matters pertaining to the Series.
- ii. Liaise with inviting clubs on all matters pertaining to these Articles.
- ii. Administer all membership matters.

5.1.2 **Race Director** who is responsible for and authorised by HRDCNZ to:

- i. Deal with administrative matters pertaining to the Series.
- ii. Record and publish all Series points schedules.
- iii. Liaise with inviting clubs on all matters pertaining to the Articles.
- iv. Ensure correct placement of decals on competing vehicles.
- v. Act in capacity as a CRO for the Series competitors.
- vi. Provide the inviting club with starting grid positions.

5.1.3 **Series Coordinator and assistants** who are responsible for and authorised by HRDCNZ to:

- i. Assist the Race Director
- ii. Record all Series points schedules.
- iii. Liaise with inviting clubs on all matters pertaining to the Articles.
- iv. Ensure correct placement of decals on competing vehicles.
- v. Act as a CRO for the Series competitors.
- vi. Provide the inviting club with starting grid positions

5.1.4 **Series Technical Officer [Scrutineer] and assistants** who are responsible and authorised by HRDCNZ to:

- i. Deal with all technical matters pertaining to the Series.
- ii. Undertake and discharge authority outlined in NSC.
- iii. Review and if necessary re-write the Technical Regulations prior to each season.
- iv. Undertake technical eligibility checking.
- v. Assist competitors with technical inquiries relative to technical regulations applicable to their vehicle.
- vi. Liaise with event officials and Series coordinator on any scrutineering or technical conformity issues for the category.

5.1.5 **Series Driving Standards Officer (DSO)** will be appointed for each Round. The DSO will also be a designated CRO for that Round and is responsible and authorised by HRDCNZ to:

- i. Ensure the **culture** of Honda Cup racing is protected and maintained, to monitor driver **behaviour** both on and off track, and to suggest and enforce where necessary disciplinary procedures, the nature of which will be determined by the DSO, if necessary in consultation with the Committee of HRDCNZ.
- ii. Promote a no-contact form of racing and a high standard of personal behaviour from both drivers and any individuals associated with the driver.
- iii. In the absence of such an appointment this role will be taken by the Series Coordinator.
- iv. Culture and behaviour: Any contact may result in penalty to one or both drivers. Any departure from acceptable behaviour (as determined by the DSO), may result in a penalty to be determined by the DSO, in consultation with members of the HRDCNZ Inc Committee if necessary.

- v. Discipline: In the first instance Motorsport NZ and their designated representatives are responsible for and will enforce the rules of racing. Where a breach of Motorsport rules also breaches Honda Cup culture and expected behaviour standards the DSO may, in addition to any penalty imposed by Motorsport NZ, impose a penalty within Honda Cup, if necessary in consultation with the Committee of HRDCNZ Inc. Repeated breaches or a single serious breach may result in exclusion from the Round, exclusion from the Series, removal from HRDCNZ Inc, or any combination of these. Such penalties may be appealed in writing to the Committee of HRDCNZ Inc which will have absolute discretion in enforcing the penalty, increasing the penalty or removing the penalty. No further appeal will be entertained.

6 Series Entry & HRDCNZ Membership

6.1 Entry to the Series is by invitation and shall be made on the Honda Cup Series Registration/Entry form and submitted to the Series Secretary for acceptance together with the prescribed fee.

6.2 Entry into each round of the Series, which is separate to the Series entry, shall be made on the official Entry Form and by the specified closing date and forwarded directly to the Organizing Club or to the Series Coordinator or as otherwise advised prior to the round.

6.3 The Series entry fee for Honda Cup is set at \$195.00 for the 2018-19 season

6.4 The membership subscription to HRDCNZ is set at \$60.00 for the 2018-19 season.

6.5. The membership year begins on 01 September of every year and ends on 31 August of the following year.

6.6 There will be no refunds given once any application for series entry or HRDCNZ membership has been processed unless the application is declined.

6.7 Conditions of Entry:

6.7.1 The competitor/entrant by entering the Series is deemed to be in acceptance of these Series Articles as they are presented and shall be at all times responsible for the presentation of their competing vehicle with respect to safety and other requirements under schedule A and eligibility requirements under Honda Cup Technical Regulations.

6.7.2 The competitor/entrant by entering the Series is deemed to be in acceptance of and will at all times comply with any specific requirements of the official Series sponsors as detailed within these Articles.

6.7.3 HRDCNZ reserves the right to accept or decline entries to the Honda Cup Series as per NSC 21 without explanation.

7 Points

For the avoidance of doubt, the series is strictly a drivers' championship and points will be awarded accordingly.

7.1 Competitors must enter a minimum of three rounds to be eligible to win their class or series points competition. This includes 2nd and 3rd places.

7.2 Casual or guest drivers are not eligible for championship points and their results shall be disregarded in the awarding of Round points and/or for the purpose of determining success ballast weight.

7.3 Cars competing in the HU/prototype class are eligible for class points but not overall Series points.

7.4 Overall Series points will be awarded in accordance with the official results as follows:

Overall Points

Qualifying:

Complete qualifying (record at least one official lap time during qualifying) – 10 points

Races:

First overall - 25 points

Second overall – 20 points

Third overall - 16 points

Fourth overall - 13 points

Fifth overall - 11 points

Sixth overall - 10 points

Seventh overall - 9 points

Eighth overall - 8 points

Ninth overall - 7 points

Tenth overall - 6 points

Eleventh overall - 5 points

Twelfth overall - 4 points

Thirteenth overall - 3 points

Fourteenth overall - 2 points

Fifteenth overall - 1 points

7.5 Class points will be awarded in accordance with the official results as follows:

Class Points

Qualifying:

Complete qualifying (record at least one official lap time during qualifying) - 10 points

Races:

First in class - 25 points

Second in class - 20 points

Third in class - 16 points

Fourth in class - 13 points

Fifth in class - 11 points

Sixth in class - 10 points

Seventh in class - 9 points

Eighth in class - 8 points

Ninth in class - 7 points

Tenth in class - 6 points

Eleventh in class - 5 points

Twelfth in class - 4 points

Thirteenth in class - 3 points

Fourteenth in class - 2 points

Fifteenth in class - 1 points

8 Awards

8.1 The Honda Cup Champion will be the driver with the highest overall points scored over the five rounds of the Series.

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

- Overall Series 1st 2nd 3rd
- N1 : 0 to 1600cc and 1600 to 1800cc combined 1st
- H1 : Class Deleted
- H2 : 0 to 1800cc 1st
- H3 : 1801cc to 2000cc 1st
- H4 and H5 combined: 2001cc to 2400cc 1st
- Rookie of the Year (a rookie shall be a driver who has not previously competed in Honda Cup, Tier 1, Tier 2, IRC or Honda Challenge)
- Master of the Year (over the age of 55 yrs)
- Most Improved Driver of the Year
- Best Race Vehicle
- Sportsperson of the Year
- Service Award
- Enduro award
- Other awards as appropriate

9 Television coverage and in car cameras

9.1 Where and when applicable the prescription on Appendix 1 Sched Q Article 9 of the NSC shall apply.

9.2 If television coverage is arranged the Honda Cup Register reserves the right to advise competitors of the conditions via bulletin to these Articles one week prior to the televised meeting.

9.3 All in car camera installations shall be subject to inspection and approval by the Series Scrutineer and or Chief Scrutineer of the meeting.

9.4 The Series Race Director reserves the right to install in-car cameras in any competing vehicle competing in the Series.

10 Round format

10.1 Practice /qualifying will consist of one session of a minimum of 20 minutes duration or as otherwise determined by the race meeting organiser.

10.2 Race format is planned around (3) races at each round.

10.3 Race length to be determined by each organising club but will be between 8 and 10 laps.

10.4 Race starting positions:

10.4.1 Race 1 starting position will be determined by the fastest lap achieved from the qualifying session with fastest driver to the front. Drivers failing to register an official lap time in qualifying shall start Race 1 at the back of the grid or at any other grid position that the Series Coordinator may determine at the Series Coordinator's absolute discretion.

10.4.1.1 Drivers failing to register an official lap time in the qualifying session shall have their grid position for Race 1 determined by the Series Coordinator at the Series Coordinator's absolute discretion.

10.4.2 Race 2 starting position will be determined by the finishing positions in Race 1, arranged from first to last but with the top ten reversed i.e. 10th place at pole, 9th place in position 2, back to first place in position 10. These to be followed by 11th place, 12th place etc. in that starting order.

10.4.2.1 Drivers failing to register an official lap time in Race 1 shall start Race 2 at the back of the grid or at any other grid position that the Series Coordinator may determine at the Series Coordinator's absolute discretion.

10.4.3 Race 3 will be a handicap grid race with the fastest at the rear and slowest on pole. The handicap times will be based on the total number of laps less one multiplied by the difference between each competitor's fastest lap time from Qualifying, Race 1 and Race 2. This fastest lap time is labelled "qualifying time" for the purposes of this paragraph.

- Any driver failing to register a qualifying time will start at the rear of the grid or in a position as determined by the Series Coordinator.
- The Series Coordinator has the authority to reposition any car at his absolute discretion.

- All new or inexperienced drivers will start at the back of the grid until the Series Coordinator deems them ready to start in another grid position.
- If there is a requirement to limit the number of starters, qualifying times will be used to determine the cut off.

10.5 The Series Coordinator has the authority to reposition any driver on the starting grid of any race for reasons of safety or to enforce a penalty applied.

10.6 Grid start for race one shall be rolling and reverse top ten and handicap starts will be standing in accordance with the provisions of Appendix 4 Sched Z of the NSC. Roll-up or standing start for the Handicap Race will be determined by the inviting club officials.

10.7 At all rounds the Series Coordinator in conjunction with the Clerk of Course and/ or Steward of the meeting reserves the right to shorten and or cancel any practice, qualifying session and/or race in the case of force majeure or because of other unforeseen time constraints.

11 Parc Fermé

11.1 A parc fermé may be utilized at the qualifying session and/or races at each round of the Series.

11.2 The parc fermé will be at the event organiser's designated area.

11.3 The area between the finish line and the parc fermé shall be deemed to be, and must operate as, part of the parc fermé.

11.4 The Series Scrutineer may authorise entry for team personnel for the purpose of vehicle eligibility inspections.

11.5 Vehicles may only be released by the Series Scrutineer in consultation with the Series Coordinator and/or event Stewards.

12 Decals

12.1 All competitors must ensure that their competing vehicle and apparel have specified spaces reserved for all Series decals and Series sponsors' decals at all rounds of the Series. All decals shall be placed in the correct location as identified in the published Decal Placement template.

12.2 Designated areas - competition vehicle including but not limited to:

12.2.1 Top of front windscreen /window banner (No other window banner other than the official banner may be used and banner shall not be reduced or added to in height).

12.2.2 Areas at top front on both driver's and passenger's side front doors.

12.2.3 Area behind front wheel [rear of front guard]

12.2.4 Area on front fender each corner

12.2.5 Area on rear hatch or boot

12.2.6 Area in lower front of bonnet

12.2.7 Others areas as outlined in appendix

12.3 Competition numbers are to be allocated by the Series Secretary and all competitors shall provide and affix the numbers in accordance with the requirements of Appendix 2 Sched. A of the NSC.

12.4 The driver's name shall appear on both rear side windows and bottom left of the front screen in Arial font, capitals, 60mm height, colour white.

12.5 All vehicles shall have number plates of standard size fitted front and rear.

12.6 No competing vehicle shall carry any decals that conflict commercially with those of the Series sponsor or the Series. Such decals shall be removed immediately upon request by the Series Scrutineer or Series Coordinator.

12.7 No competing vehicle shall carry any decals from any other race series or event. Any such decals shall be removed immediately upon request.

12.8 The final decision as to any conflict shall be made by the Series Coordinator together with Series Scrutineer.

12.9 No flags, banners, signage or clothing promoting conflicting sponsors or race series shall be visible at the circuit unless approved by the Series Coordinator.

13 Penalties, protests and appeals

13.1 Penalties shall be applied in accordance with the prescribed Articles of the NSC Part VIII-Penalties.

13.2 Failure to run Series Sponsors and/or Honda Cup decals and/ or failure to remove any decals as requested will incur a penalty which will be imposed by the Clerk of the Course in consultation with the Series Scrutineer and Series Coordinator, which may include exclusion from the next race, and subsequent races if not remedied.

13.3 Dangerous and/or Unsportsmanlike driving or behaviour will incur a penalty which will be imposed by the Clerk of the Course in consultation with the Series Scrutineer and/or Series Coordinator and/or Driving Standards Officer. This includes behaviour by any person identified as being associated with any driver or team. Penalties may result in exclusion from the event, venue or Series.

13.4 Any protest shall be lodged in accordance with the NSC and the competitor shall advise the Series Coordinator and the competition relations officer where appointed by the meeting.

13.5 Competitors have the right to lodge an appeal; in accordance with NSC Part XI-Appeals.

14 Publicity

14.1 Drivers/entrants are required to complete the competitor profile form provided and return them to the Series Secretary at least two weeks prior to the first round in which they are competing.

14.2 By completing the form, drivers/entrants consent to the use of the information contained therein for promotional purposes.

15 Pits

15.1 All Honda Cup competitors shall pit in the designated area as indicated by the Race Director and/or Series Coordinator and shall when requested supply their own pit tent (maximum size 6mx3m).

15.2 The Series Coordinator may from time to time allocate specific pit space for each competitor which must be complied with.

15.3 The Series Coordinator will designate a pit area/s for the Series tent for the purposes of holding drivers' briefings and class meetings.

15.4 Dependent upon the pit area; competitors may be restricted to one service vehicle allowance unless otherwise permitted by the Series Coordinator. Trailers are not to be parked in the pit area during normal competition hours.

16 Driver Liability

16.1 The onus is entirely on the driver to be familiar with the conditions of use of the track which the owners have in place.

Appendix A – Decal Placement 2018-2019

All decals supplied/required by Honda Cup must be placed in the location indicated and must not be modified, altered or obstructed in any way.

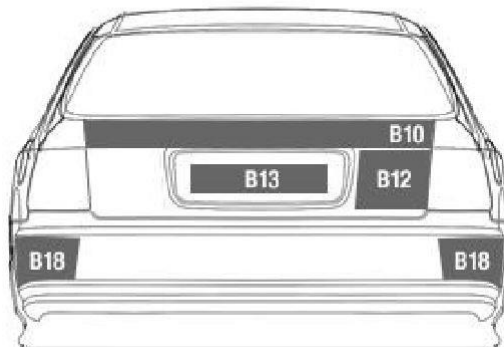
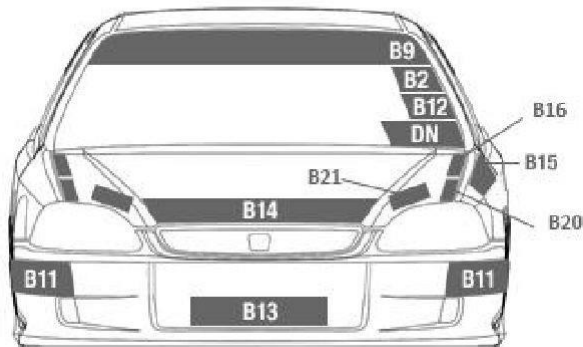
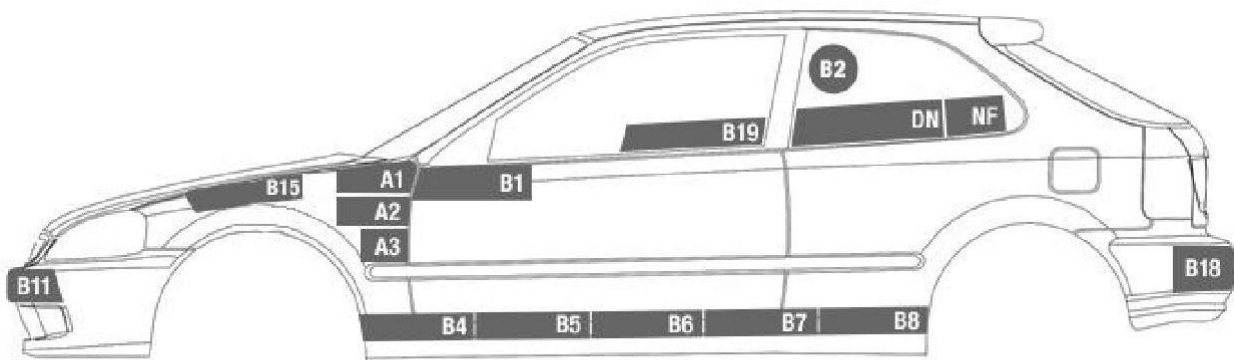
Not all positions may be allocated. Unallocated positions must be kept clear throughout the Series.

Car must be submitted for technical inspection with all non-Honda Cup Series decals and any decals conflicting with Series sponsors removed.

All registered competitors shall be supplied with one complete set of Series decals free of charge at official pre-season tech inspection.

All replacement Series and sponsors decals will be supplied by Honda Cup to Competitors on request and will be charged.

All windows to be free of any decals or signage other than that as outlined in the Honda Cup Decal Placement template on the Honda Cup website – refer to Schedule A of the NSC.



DN x2
NF x2

A1 x2
A2 x2
A3 x2

B1 x2
B2 x3
B4 x2
B5 x2
B6 x2
B7 x2
B8 x2
B9 x1
B10 x1
B11 x2 front bumper corners
B12 x2 front and rear
B13 x2 number plate
B14 x1 centre front bonnet
B15 x2 top of front guard x2
B16 x2
B18 x2 rear bumper corners
B19 x2
B20 x2
B21 x2

Driver's Name
National Flag - optional

Seventy Two dpi
Epic Trailers
TBA

Motul HondaCup.co.nz
Race number
Motul
Endless
Zoom
Gear-X
Hankook
Honda Cup window banner
Honda Cup rear banner
Hardrace
Front & rear class decals
Number plate
Motul
Speed Science
TBA
Xtreme Clutch
TBA
TBA
TBA

Driver's Responsibility
Driver's Responsibility

Supplied by Honda Cup
Supplied by Honda Cup
Supplied by Honda Cup

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No series decals to be trimmed or amended.
Series decals to be in positions as indicated.
No non-series decal to be placed in reserved spaces.
No decals other than series decals on any window.

Appendix B – MSNZ Code of Driving Conduct*

The following are guidelines to clarify situations that can occur during races.

There are 2 over riding principles that apply at all times:

- Firstly, a driver must not cause an avoidable accident
- Secondly, drivers must give each other "racing room"

1. General - the responsibility for passing another car safely rests with both drivers. The overtaken driver should be aware that he/she is being passed, he/she must not impede the pass by blocking and both drivers must give each other racing room.

2. Right to the line - the driver in front has the right to choose his/her line on the track so long as it is not considered blocking. A passing driver only has the right to their own line when they can make a pass without contact and there is adequate room to achieve it.

3. Blocking - a driver may choose to protect his or her position so long as they do not block.

Blocking is defined as 2 consecutive line changes on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. Drivers are prohibited at all times from changing lines in a corner.

4. Car to Car Contact - contact between cars when passing, resulting in one car having an off track excursion or one car gaining an advantage is not permitted. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another car results.

5. Racing Room - in the situation where a car is required to give "racing room" - it is defined as a full car width between the subject car and the edge of the track or another car.

Figure 1.

Car B is attempting to pass car A going into a left-hand corner. There is contact between the 2 cars at point 2. At that point car A has the right to his line through the corner and car B is not able to maintain their line without contact. Car B caused contact, so car B is at fault.

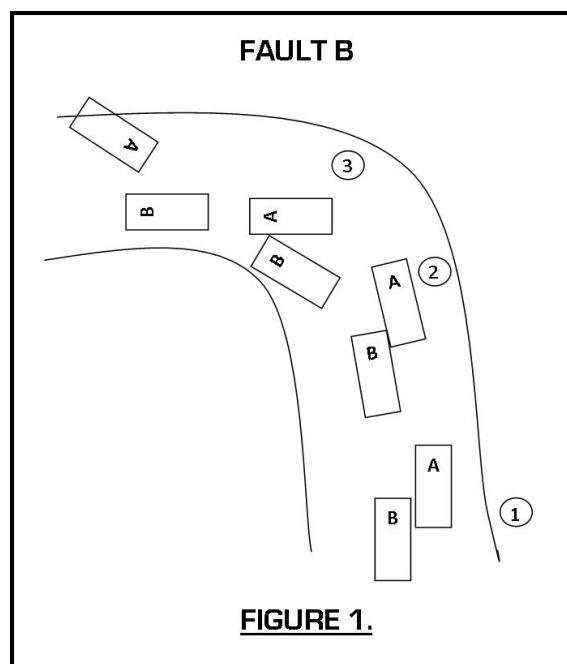


Figure 2.

Car B is attempting to pass Car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding his line and leaves room for car B to make the pass, car B has an obligation to make the pass without contact, car B is at fault.

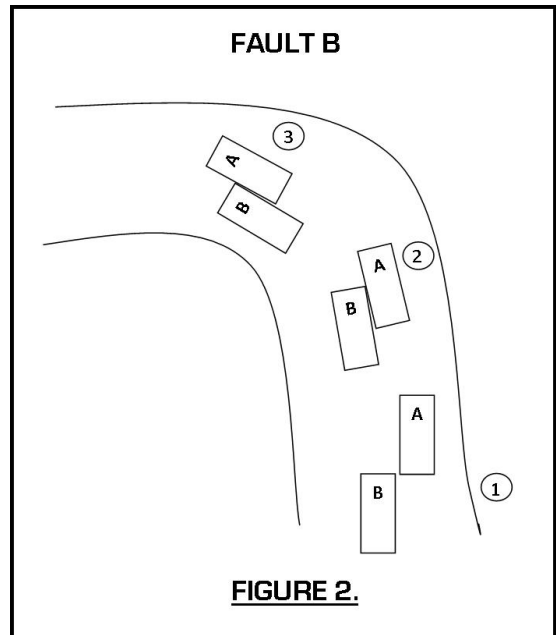


Figure 3.

Car B is attempting to pass car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding the line and car B has pushed its way into a gap that isn't there. Fault lies with car B.

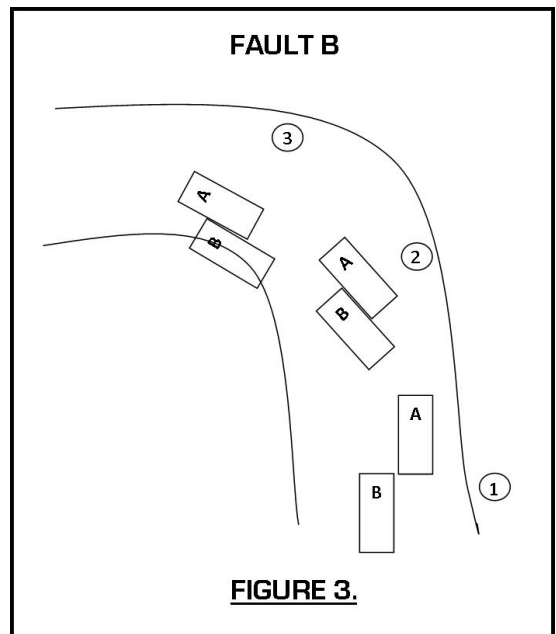


Figure 4.

Car B is attempting to pass car A into a left hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B is attempting a last-minute pass and ends up locking all four wheels and sliding into the side of Car A. This is a collision possibly resulting from poor judgement and over aggressive driving on the part of car B. Car B is at fault.

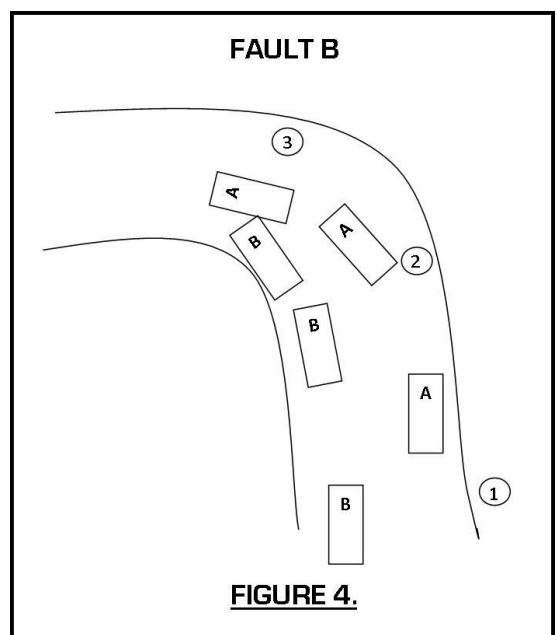


Figure 5.

Car B is attempting to pass car A on the inside of a tight right-hand turn. At points 3 and 4, car B has pulled alongside car A and clearly has the right to be there. There is no excuse for the driver of car A not to see car B- at point 5. He has not given car B racing room. Fault lies with car A.

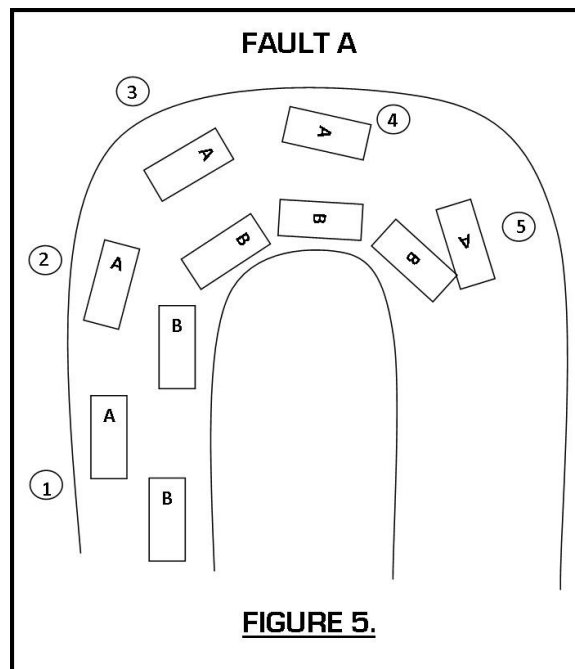


Figure 6.

This is similar to Figure 5; however, car A regains the lead and control of the line after point 6. Car B makes contact with the side of his nose to the rear of the tail of car A with the real possibility of spinning him causing car A to leave the circuit. Fault lies with car B for this contact.

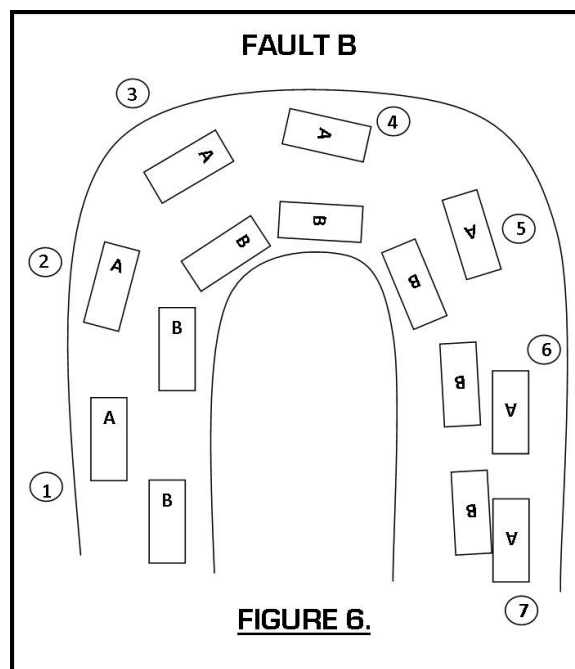


Figure 7.

Car B attempts to make a pass on car A. At point 2, all is ok as both cars have racing room. However at point 3 the driver of car B loses control of the rear of his car and makes contact with the side of car A. This might normally be considered a racing incident however, it could be considered that car B was overdriving, fault would likely lie with car B as it gained an advantage through contact.

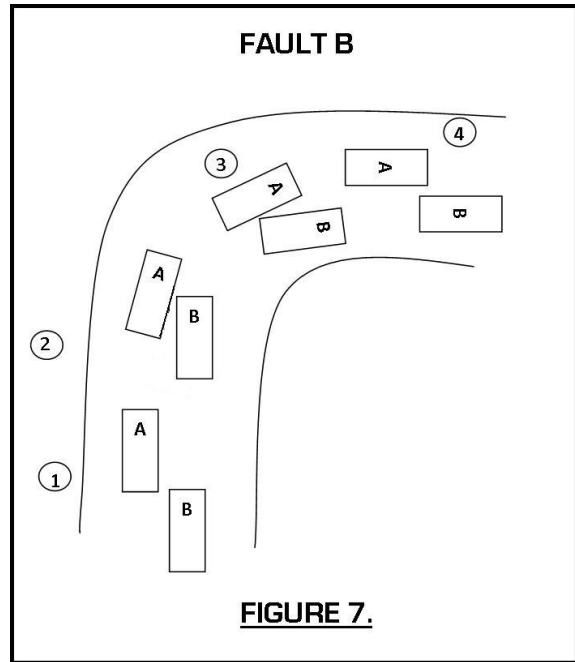
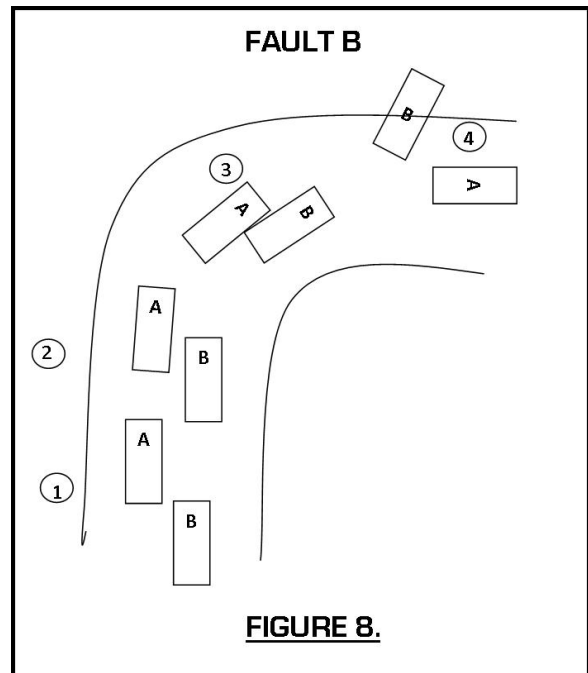


Figure 8.

Car B attempts to make an inside pass but misses the turn in point probably due to overdriving and continues straight ahead. The driver of car A is expecting the pass and has allowed car B plenty of room. Car A makes the assumption that car B will turn in at the normal turn in point and the result is contact at point 3. Fault is with car B.



*See [Motorsport New Zealand Code of Driving Conduct](#)
END