

ACCREDITED SERIES ARTICLES GOVERNING THE 2021-22 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 Accredited Permit No: 210472

The Series is organised and held in accordance with the current MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the Organising / Inviting Club 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 Technical Regulations - Schedule OSCA
- The Event Supplementary Regulations issued by the inviting Clubs.

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; and

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

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

“National Sporting Code” or **“NSC”** means the National Sporting Code issued by MotorSport NZ from time to time; and

“Round” means each Meeting and/or Event, the results of which qualify for points in the Series.

2. OBJECTS:

To promote and foster motor racing by presenting entrants and drivers with a well promoted series creating worthwhile individual sponsorship opportunities with an enjoyable and relaxed competition in the spirit of OSCA competition.

All persons connected with the administration of this Series and with the operation of vehicles competing in the Series are expected to abide by the spirit and intent of these Articles.

3. ELIGIBILITY:

3.1 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.

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

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

3.4 All Drivers shall be current members of The Club.

3.5 **Classes:** There are four(4) distinct classes as follows:

- **GT1 Class:** being vehicles that have a corrected engine capacity of 4501cc-6200cc.
- **GT2 Class:** being vehicles that have a corrected engine capacity of up to 4500cc and includes space-frame vehicles.
- **GT3 Class:** being vehicles that have a corrected engine capacity of up to 3500cc. Space-frame vehicles are specifically excluded from this class.
- **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.*

3.5.1 The Club reserves the right to invite any other vehicle(s) to compete, in addition to those listed in Article 3.5 above.

4 SERIES PERSONNEL:

4.1 At each Round of the Series the following personnel or their approved assistant/s shall have the responsibilities and authorities as set out:

4.1.1 **OSCA Series Coordinator:** Geoff Mitchell
Phone Home: 03 347 2128
Mobile Phone No: 021 159 9843
Email: mitchellgk@xtra.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) Deal with all administrative matters pertaining to the Series, and
- (b) Record and publish all Series points schedules, and
- (c) Liaise with Inviting Club/s on all matters pertaining to these Articles, and

- (d) Act in the capacity of a Competitor Relations Officer (as detailed in NSC, Article 88) for the Series Competitors, and
- (e) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC; and
- (f) Ensure correct placement of decals on vehicles contesting the Series, and
- (g) Provide the Inviting Club/s with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1.

The Series Coordinator may appoint a Series Secretary and/or assistant(s) to assist with administrative duties in connection with the Series.

- 4.1.2 OSCA Series Secretary:** Danielle Hurst
Mobile Phone No: 027 696 3802
Email: Dani_dude6@hotmail.com
- 4.1.3 OSCA Series Scrutineer:** Alan Turner
Mobile Phone No: 027 203 6400
Email: aturner@xtra.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; and
- (b) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations; and
- (c) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle; and
- (d) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (e) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category; and
- (f) To report, to the Series Coordinator and Clerk of the Course, any instances where a breach of the technical regulations has been proven.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

- 4.2** 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

75A Lowes Road
Rolleston, 7677

5 SERIES STRUCTURE:

5.1 The Series shall comprise of the following Rounds:

Round	Date	Venue	Inviting Club
1	29-31 October 2021	Mike Pero Motorsport Park, Ruapuna	Canterbury Car Club
2	3-5 December 2021	Teretonga Park	Southland Sports Car Club
3	14-16 January 2022	Highlands Motorsport Park	MotorSport New Zealand
4	29-30 January 2022	Timaru International Motor Raceway	South Canterbury Car Club
5	5 March 2022	Timaru International Motor Raceway	South Canterbury Car Club
6	25-27 March 2022	Mike Pero Motorsport Park, Ruapuna	Canterbury Car Club

The Organiser 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 competitors shall compete within respective classes even if starting off the same grid.

6. ROUND FORMAT:

6.1 **Practice:** Sessions will 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.

6.3 **Race format:** There are planned to be four(4) races at all Rounds, except Round 5 which shall have three(3) races.

6.4 **Races:** are scheduled to run to the following format:

Round	Round Venue	Race One	Race Two	Race Three	Race Four
1	Mike Pero Motorsport Park, Ruapuna	6	6	6	6
2	Teretonga Park	8	8	8	8
3	Highlands Motorsport Park	6	6	6	6
4	Timaru International Motor Raceway	8	8	8	8
5	Timaru International Motor Raceway	8	8	8	N/A
6	Mike Pero Motorsport Park, Ruapuna	6	6	6	6

6.5 **Races – two(2) day Events (Rounds 1 – 4 and Round 6):** shall be run to the following race structure:

- (1) **Race One:** Starting positions will be a rolling start determined from the Qualifying times, fastest car on pole position and slowest car to the rear. Any competitor who has not recorded a qualifying time must start from the rear of the grid.
- (2) **Race Two:** Starting positions will be a standing start reverse split grid determined by the fastest time from Qualifying or Race 1, fastest vehicle to the rear of the grid. Lap times recorded by a competitor excluded from Race 1 may still be used to determine the grid position for Race 2. The grid shall be split as follows:

- (a) **14 starting vehicles or less:** 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:** Starting positions will be a standing start grid determined by the fastest time from Qualifying, Race 1 or Race 2, fastest vehicle to the front of the grid. Lap times recorded by a competitor excluded from either Race 1 or Race 2 may still be used to determine the grid position for Race 3.
- (4) **Race Four:** Starting positions will be a standing start handicap grid determined by the fastest time from Qualifying, Race 1, Race 2 or Race 3, fastest vehicle to the rear of the grid. Lap times recorded by a competitor excluded from either Race 1, Race 2 or Race 3 may still be used to determine the grid position for Race 4.

A driver may apply to the Series Coordinator to nominate a time faster than the fastest time that driver recorded from Qualifying, Race 1, Race 2 or Race 3. Application must be made to the Series Coordinator at least forty-five(45) minutes prior to the start of Race 4. For any such application the Series Coordinator's decision will be final.

6.5.1 Races – one(1) day Events (Round 5 only): shall be run to the following race structure:

- (1) **Race One:** Starting positions will be a rolling start determined from the Qualifying times, fastest car on pole position and slowest car to the rear. Any competitor who has not recorded a qualifying time must start from the rear of the grid.

(2) Race Two: Starting positions will be a standing start reverse split grid determined by the fastest time from Qualifying or Race 1, fastest vehicle to the rear of the grid. Lap times recorded by a competitor excluded from Race 1 may still be used to determine the grid position for Race 2. The grid shall be split as follows:

- (a) 14 starting vehicles or less:** 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 lap 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 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.
 - (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: Starting positions will be a standing start handicap grid determined by the fastest time from Qualifying, Race 1 or Race 2, fastest vehicle to the rear of the grid. Lap times recorded by a competitor excluded from either Race 1 or Race 2 may still be used to determine the grid position for Race 3.

A driver may apply to the Series Coordinator to nominate a time faster than the fastest time that driver recorded from Qualifying, Race 1 or Race 2. Application must be made to the Series Coordinator at least thirty(30) minutes prior to the start of Race 3. For any such application the Series Coordinator's decision will be final.

6.6 At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserves the right to shorten and / or cancel any practice / qualifying sessions and / or Races in the case of Force Majeure.

7 TICKET ALLOCATION:

7.1 Each Round Organiser will make ticket allocation for that Round to each Entrant / Driver.

8 TIMEKEEPING:

- 8.1** The Round Organiser, the Inviting Club, or the host circuit shall provide timing equipment that will be deemed to be the official timing equipment for the Round.
- 8.2** All competitors shall ensure that such timing equipment is looked-after with all due care and attention whilst in their possession and that all equipment is returned as and when requested. The Competitor is liable for all costs required to repair or replace equipment damaged or lost.

9 PENALTIES, PROTESTS AND APPEALS:

- 9.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties. Additionally, penalties as described in Article 9.1.1 below may be applied.
- 9.1.1 Breakout Penalty for two(2) day Events – Race 4 only (Rounds 1 – 4 and Round 6):** a competitor recording a lap time more than 1.0 seconds faster than the lap time used to determine their starting position for Race 4 (a breakout), shall have ten(10) seconds 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 any and all awards/prizes will be immediately passed onto the appropriate place getter.
- 9.1.2 Breakout Penalty for one(1) day Events – Race 3 only (Round 5):** a competitor recording a lap time more than 1.0 seconds faster than the lap time used to determine their starting position for Race 4 (a breakout), shall have ten(10) seconds 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 any and all awards/prizes will be immediately passed onto the appropriate place getter.
- 9.2** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).
- 9.3** Competitors/ Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 9.4** Competitors/ Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

10 SERIES ENTRY:

- 10.1** Entry into the Series should be made through the [OSCA website](#). By entering the Series, all Competitors agree to comply with these Articles and those of the National Sporting Code. Any entry will not be deemed valid until payment is received.
- 10.1.1 Series Entry Fees:** The Series entry fee has been set at \$150.00 inc GST, or \$50.00 incl GST per Round for those competitors not contesting all Rounds of the Series. By entering the Series, the Competitor is automatically joining the Club.
- 10.2** Entry to each Round of the Series (which is separate to the Series Entry) should be made as outlined in the Round Supplementary Regulations.. Any entry will not be deemed valid until payment is received.
- 10.3** The Club will allocate competition numbers. All numbers on competing vehicles must be of the minimum dimensions set out in Appendix Two Schedule A.

11. CONDITION OF ENTRY:

11.1 The Competitor, 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 requirements under Schedule A, and eligibility requirements under Schedule OSCA.

11.2 The Competitor, 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 Sponsor, as detailed within these articles.

11.3 The Series Organiser reserves the right to accept or decline entries into the series as per NSC 21.

12 POINTS:

12.1 Points will be recorded and published by the Series Coordinator and 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. Points shall also be allocated based on the overall Qualifying position for Round 5 only.

12.2 Points will be allocated to drivers on each Series Race 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

12.3 **Class Points:** Separate points shall be allocated as detailed in Article 12.2 above for each class and will be allocated to competitors based on their Class finishing positions in each series race at each round.

13 AWARDS:

13.1 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.

13.2 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.

13.3 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.

13.4 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

14 PARC FERME:

14.1 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.*

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

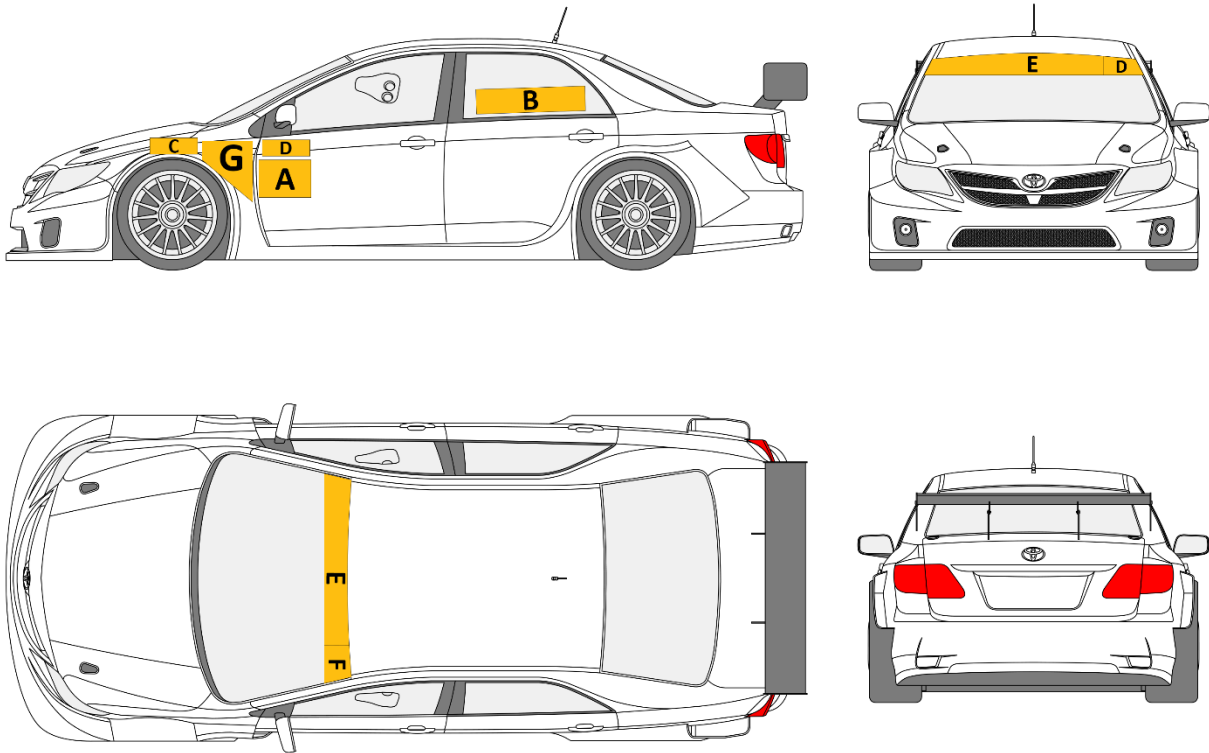
14.3 Unless the Series Scrutineer consents in each particular case, any car unable to proceed to Parc Fermé under its own power must nevertheless be delivered there as soon as practicable.

17 DECALS:

17.1 All vehicles shall carry competition numbers in the locations and standards set out in Appendix 2, Schedule A of the current New Zealand MotorSport Manual.

- 17.2** All Competitors shall ensure that their competing vehicle has the specified spaces reserved for the Series Sponsor's decals at all Rounds of the Series as detailed in Appendix 1.
- 17.3** The Driver's name shall appear on both rear side windows (the colour, size and font to be in compliance with Appendix 2, Schedule A).
- 17.4** All drivers shall wear embroidered patches on race suits as supplied by the Club and shall be worn on the left breast and attached in compliance with Appendix Two, Schedule A. The size of the patch shall be 90mm in width and 50mm in height.
- 18. TELEVISION COVERAGE AND IN-CAR CAMERAS:**
- 18.1** Competitors may apply to the Series Coordinator for permission to install an in-car camera for use during the Series.
- 18.2** All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.
- 18.3** In-car camera footage shall be made available to the Clerk of the Course and/or Steward(s) on request.
- 18.4** Any disagreement between the Competitor and the Club as to wearing the Series sponsors' apparel during a television interview shall be determined by the Series Coordinator whose decision shall be final.

APPENDIX 1 – DECAL PLACEMENT LOCATIONS



	Location	Decals
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