



ARTICLES

HONDA CUP | RACE SERIES

Rev 02102025 v2.3

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 2025-2026 Motul Honda Cup Open Technical Regulations.
- The 2025-2026 Motul Honda Cup Production Technical Regulations.
- The 2025-2026 Motul Honda Cup Modern Turbo 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 Motul Honda Cup and Honda Cup Production 2025-2026 Race Series in combination. "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 Membership to the HRDCNZ is available by invitation to anyone who owns a Honda vehicle.

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

3.3 Eligibility shall be for cars complying with the specifications set out in the Honda Cup Technical Regulations 2025-26 as set out in the schedule by that title appended to these Articles.

3.4 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.

A competitor shall be a Full HRDCNZ member to race in any or all Rounds of the Series, however only Series Entrants are eligible for Series or Round points.

4 Series Structure

4.1 HRDCNZ reserves the right to add, cancel or amend rounds of the Series for any reason without affecting in any way its power to award points and/or titles.

4.2 Rounds 1 - 5

Round 1	9 th November 2025	Taupo	ACC
Round 2	5 th – 7 th December 2025	Manfield	MCC
Round 3	15 th February 2026	Hampton Downs	ACC (<i>Potential Endurance Round</i>)
Round 4	14 th – 15 th March 2026	Hampton Downs	NZIGP
Round 5	25 th – 26 th April 2026	Taupo	NZIGP

5. **Series Personnel**

Throughout the season the following personnel or their designated assistant shall have responsibilities for, and authority as set out below:

5.1 **Series Secretary – Glennis Wilson**

Responsible for and authorised by HRDCNZ to:

- Deal with administrative matters pertaining to the Series.
- Liaise with inviting clubs on all matters related to these Articles.
- Administer all membership matters.
- Record, prepare and circulate meeting minutes.
- Publish results of committee vote for the Series Driver Liaison to circulate.

5.2 **Series Director (President) – Brent Thompson**

Responsible for and authorised by HRDCNZ to:

- Manage administrative matters pertaining to the Series, enforcing Club Articles and Constitution.
- Discuss options for the upcoming season calendar with promoters and present to the committee for a decision on the available dates on offer. Negotiate pricing with them if possible, and formats, and to get those accepted.
- Arrange with promoters to have an exclusive area for Honda Cup to park and display at each round.
- Liaise with inviting clubs regarding events, dates, pit allocation, and meeting formats.
- Arrive at the track first to secure area, manage the setup and pack-down of gazebos, marking out the pit area with driver numbers, flags, BBQ, and podium with the track assistants.
- Review all Series points schedules.
- Schedule and lead regular HRDCNZ committee meetings to discuss all Club affairs, including but not limited to rules and articles, committee member votes and constitution amendments.
- Collect discussion items in conjunction with Series Coordinator and Driver Liaison and other members.
- Publish meeting agenda no less than 48hrs prior to a committee meeting, unless technical items on the agenda, then 7 days' notice is required to allow committee members to conduct research for informed decision making.
- Collate all received correspondence and report back to committee.
- Schedule the HRDCNZ AGM, prepare agenda for publication to members in accordance with the constitution.
- Organize the venue for AGM/Prizegiving. With committee consultation, choose a suitable menu. Check with the Series Treasurer and/or the Secretary that all members have paid for the dinner. In conjunction with the Series Sponsor Liaison arrange which Sponsors would like to make speeches and/or present trophies.
- Organize an MC for prizegiving.
- Organize to have committee vote for the upcoming prize giving for special trophies, and to have all trophies engraved, organize replica trophies for the members to keep.
- Develop Series direction in conjunction with the committee.
- Delegate tasks to other HRDCNZ personnel as required.

5.3 **Series Treasurer – Matt Oates**

Responsible for and authorised by HRDCNZ to:

- Manage financial matters pertaining to the Series.
- Record paid entries and in conjunction with the Series Secretary coordinate with inviting club entries.
- Oversee financial management, including invoice payments, bank account operation, and end-of-year financial reporting with the accountant.
- Delegate tasks to other HRDCNZ personnel as required.

5.4 **Series Coordinator – Mark Elley**

Responsible for and authorised by HRDCNZ to:

Pre-Season:

- Responsible for maintaining and managing the HRDCNZ Sporty Profile. Continued throughout the season in conjunction with the Driver Liaison.
- Organize Club apparel/merchandise and pricing. In conjunction with the Series Sponsor Liaison collect all sponsor logos for this and ensure correct design and logo placement.
- In conjunction with Series Driver Liaison, receive orders from members for apparel/merchandise and place an order with supplier to ensure apparel is available for tech inspection date/s.
- Hold stock of all series decals, monitor stock levels and when required order more via the Series Sponsor Liaison. Ensure availability for circulation at tech inspection, and maintain enough stock throughout the season to replace damaged decals etc.

- Collect and collate driver data register and understanding of driver, vehicles presenting, and class to prepare race and driver data for the coming season. Including maintaining - Series Entrants and Club Members

During Season:

- Assist the Series Director.
- In conjunction with the Series Driver Liaison, communicate race event information to HRDCNZ members.
- Act as a CRO for Series competitors.
- Manage the set up and manage the scale weighbridge, ensuring class weight compliance.
- Ensure that track assistants are supported and provided for during HRDCNZ events. Including, but not limited to, access to the timetable and accommodation where needed, including meal funds.
- Provide starting grid positions to the inviting club.
- Collect race result sheets after each race.
- Compile lap times (qualifying, Race 1, Race 2) for handicap calculations and calculating handicap.
- Submit handicaps to the inviting club and track administrator.
- Set up an area for top three placed cars to park after each race and conduct podium ceremony.
- Prepare the round points table based on driver entries.
- Record and publish round points within 5 business days (provisional), and final points within 10 business days.
- Present, or organize special guests to present, the Round Trophies.
- Reconcile season points and record final season positions in championship for Series Director to review.
- Collate data and in conjunction with the Series Technical Officer Communicate with tyre suppliers providing approximate quantities for the season to ensure availability.
- Delegate tasks to other HRDCNZ personnel as required.

5.4.1 Series Driver Liaison – Greg Spark

- Act as primary communicator between committee and club members and series drivers (entrants).
- Support the Race Director and Series Coordinator by assisting with driver communications and distributing event updates.
- Collaborate with the media/promotions team by sharing driver stories or highlighting standout performances.
- Welcome and support new drivers, helping them understand series procedures and introducing them to key people.
- Help clarify rules, entry procedures, and scrutineering requirements where needed or direct to appropriate key person/s
- Collect driver feedback before, during, and after each round to report back to the committee.
- Engage with former competitors and non-HRDCNZ members to understand what would encourage their return to the series.
- Maintain email lists:
 - Series entrants
 - Club members
 - Sponsors
 - Wider Honda contacts within the club
- Jointly with Series Coordinator, manage HRDCNZ Sporty profile.
- Prior to series rounds and club events, proactively promote same to, and encourage engagement from, club members, drivers (entrants), sponsors, and wider Honda contacts as appropriate.
- Receive communications from drivers and where necessary pass on to relevant committee members for action or response.
- Maintain email signature, ensuring all sponsors are referenced and any logos included. Ensure all communications from HRDCNZ use this signature.
- Collect previous seasons special trophies at last round and handover to Coordinator for upcoming prize giving.
- Circulate details of the AGM and Prizegiving date and invite all members to Prizegiving

5.5 Series Technical Officer (Scrutineer) and assistants – Mark Walters

Responsible for and authorised by HRDCNZ to:

- Manage all technical matters pertaining to the Series and ensure compliance with the Technical Regulations.
- Assist members or potential new members with technical inquiries regarding their vehicles, discuss and clarify the Technical Regulations.
- In conjunction with the President organise a venue and date/s for pre-season tech inspection/s.

- Review and, if necessary, update Technical Regulations before each season for committee review.
- In conjunction with the Series Coordinator organise a venue and date/s for pre-season tech inspection/s
- In conjunction with the Series Coordinator provide Series and Sponsor decals to all entrants including a printed reference to the articles on decal locations.
- Perform technical eligibility spot checks throughout the season.
- Liaise with event officials and the Series Coordinator on scrutineering or conformity issues.
- Request committee meetings to be held, to review technical regulation dispensations; all dispensations must be in writing.
- In conjunction with the Series Coordinator communicate with tyre suppliers providing approximate quantities for the season to ensure availability.
- Ensure correct placement of sponsor decals on competing vehicles.
- Oversee tyre marking each round to ensure compliance with technical rules.

5.6 Series Driving Standards Officer (DSO) – Gary Wilson

Responsible for and authorised by HRDCNZ to:

- Act as a CRO for Series competitors.
- Protect and uphold the Honda Cup articles and club culture, monitor driver conduct on and off track.
- Promote no-contact racing and high standards of personal behaviour from drivers and their associates.
- Enforce penalties for on-track contact or unacceptable behaviour, in consultation with the HRDCNZ Committee if required.
- Apply additional Series-specific penalties (beyond Motorsport NZ) for breaches of expected behaviour.
- Repeated or serious breaches may result in exclusion from a round, the Series, or HRDCNZ Inc. Written appeals may be made to the Committee, whose decision is final.
- If the appointed DSO is racing, a deputy DSO may be appointed to handle any incidents involving them. The deputy may also be a competitor in the round. If both are involved in the incident the Series Director will adjudicate.

5.7 Series Media Officer (SMO) – Rudi Kronstrom

Responsible for and authorised by HRDCNZ to:

- Capturing and ensuring sponsor-branded photos are taken at each round.
- Coordinating with media outlets to develop content for traditional, online, and social media.
- Publishing social media content, including results, podiums, photos, and event updates.
- Provide post-round and end-of-season sponsor reports, including event reviews and key stats, including reach, engagement, attendance, and exposure etc., for the Series Sponsor Liaison to report to sponsors.
- Archiving media content, removing outdated material while preserving historic images.
- Managing photography invoices and liaising with treasurer for payments to external media providers.
- Assisting the Series Sponsor Liaison with race event media stats, including reach, engagement, attendance, and exposure.
- Maintaining and updating the HRDCNZ website, including ensuring hosting fees are paid.

5.8 Series Sponsor Liaisons – Mat Alexander, Matt Oates

Responsible for and authorised by HRDCNZ to:

- Manage sponsor relations and represent HRDCNZ as an advocate.
- Assist the Series Technical Officer with sponsor decal placement.
- Assist the Series Coordinator in sourcing Series and sponsor decals and liaise with sponsors if stock levels are low.
- Invite sponsors to Prize Giving.
- Keep the sponsors entertained at Prize giving, and encourage them to renew their support, and promote their involvement and importance to the club and Series.

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 \$400.00 for the 2025-2026 season, a \$100 refund shall be issued for each round entered.
- 6.4** The Club membership subscription to HRDCNZ is set at an early-bird price of \$50.00 until the 31st of August 2025 then after \$75 for the remainder of the 2025-2026 season.

- 6.5** The membership year begins on the 1st of September of every year and ends on the 31st of 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, or the Committee agrees to refund due to unforeseen or exceptional circumstances.
- 6.7** Conditions of Entry:
- 6.7.1** The competitor/entrant 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 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 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 not eligible for overall Open, Production or Modern Turbo Series points.
- 7.4** Round Points: Overall points will be awarded in accordance with the published results for each Class; Open, Production and Modern Turbo separately as follows:

Overall Points

Qualifying: Complete in qualifying (record at least one lap time during qualifying) - 10 points

Races: (recorded separately for each Class)

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

Bonus Points will be awarded as follows:

Qualifying: Fastest lap time for each Class receives one (1) Bonus point.

Races: Fastest lap time for each Class, receives one (1) Bonus point.

- 7.5** **Season points** shall accumulate round by round for Open, Production and Modern Turbo classes and overall, for Open, Production and Modern Turbo classes using the total points from all rounds to that point in the competition. For removal of doubt, points are allocated separately for each class throughout the season, resulting in an Open Champion, a Production Champion and Modern Turbo Champion.

8 Awards

- 8.1** At the conclusion of each round, podium presentations will be held to reflect the round points totals for each class where a minimum of at least 3 cars is competing:
- Overall Open 1st, 2nd, and 3rd taken from the Open class points table; and
 - Overall Production 1st, 2nd, and 3rd (N1 and N2 combined) taken from the Production class points table; and
 - Overall Modern Turbo 1st, 2nd, and 3rd taken from the Modern Turbo class points table.

8.2 At the end of the Season, the Honda Cup Open Class Champion will be the driver with the highest Open Class points scored over all rounds in the Series. The Honda Cup Production Class Champion will be the driver with the highest Production Class points scored over all rounds in the Series. The Honda Cup Modern Turbo Class Champion will be the driver with the highest Modern Turbo class points scored over all rounds in the Series.

8.2.1 The following awards will be made according to the results of the Series for all Classes, as follows:

- Open Series 1st 2nd 3rd
- Production Class: 1st, 2nd, & 3rd
- Modern Turbo Class: 1st, 2nd, & 3rd
- Rookie of the Year:
A rookie is defined as a driver who has not competed before in Honda Cup, Tier 1, Tier 2 or IRC
- Master of the Year (over the age of 55 yrs)
- Most Improved Driver of the Year
- Best Presented Open Race Vehicle
- Best Presented Production Race car
- Honda Cup Service Award
- Biggest Blow-Up Award
- Enduro award (only if that event is held)
- Other awards as deemed appropriate by the Committee.

9 In-car cameras & Television Coverage

- 9.1** All cars are required to have a forward-facing operational camera when on track.
- 9.2** All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer, Series Media Officer and/or Chief Scrutineer of the meeting.
- 9.3** The Series Race Director reserves the right to install in-car cameras in any competing vehicle competing in the Series.
- 9.4** 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.

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 it will be 8 - 12 laps.
- 10.4** Race starting positions:
- 10.4.1 Race 1 - Scratch Race.** Starting position will be determined by the fastest lap achieved from the qualifying session with fastest driver to the front.
- 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 - Reverse Grid.** Starting position for all classes other than Production and Modern Turbo Cars 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 are to be followed by 11th place, 12th place etc. in that starting order. The Race Director and the Series Coordinator may choose to alter the grid order using a method agreed by them during the race meeting.
- 10.4.3** Production and Modern Turbo cars will start in similar fashion behind the other classes.
- 10.4.3.1** 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.
- 10.4.4 Race 3 - Handicap.** Handicap calculation shall be based upon the total number of race laps less one (1) multiplied by the difference between the competitors fastest lap time from qualifying or Race One or Race Two when applicable, whichever is the quickest time, excepting the following:
The meeting changes from 'wet' to 'dry': Competitors will be entitled to amend their fastest lap time for handicap calculation by nominating a maximum of two (2) fastest lap times from the preceding wet conditions.
The nominated time(s) shall only apply to the race immediately following the 'dry' declaration and no competitor may nominate a slower time than previously achieved during that same meeting.
The competitor must advise Series Coordinator of any such nomination within fifteen (15) minutes after the posting of the preceding qualifying or race results. The Series Coordinator shall advise all competitors prior to the affected race of any adjusted fastest lap times.

10.4.5 Handicap Penalties: Shall be applied to any competitor as follows:

- 10.4.5.1** Achieves a handicap race time of more than one (1) second below their fastest lap time from qualifying, or any preceding race during the same meeting, will receive a five (5) second penalty for each lap that competitor achieves the one second reduction. e.g. Two (2) laps faster than one (1) second and less than two (2) seconds would result in a ten (10) second penalty
 - 10.4.5.2** A further five (5) seconds penalty will be applied for each additional second below the competitor's fastest lap time from qualifying or any preceding race. e.g. Three (3) laps faster than two (2) seconds and less than three (3) seconds will result in a thirty (30) second penalty.
 - 10.4.5.3** All drivers who fail to register a qualifying or race time will start from the rear of the grid in an order specified by the Series Coordinator.
- 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: **Appendix 'A'**
- 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. Competition Numbers requirements are appended hereto (**Appendix 'B'**).
- 12.4** The driver's last name shall appear on both rear side windows and bottom left of the front screen and on the rear window in Arial font, all capitals, 60mm height. Where two drivers in the series share the same last name, each driver's first initial shall precede the last name.
- 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 sponsors. 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.
- 12.10** One set of decals per car shall be supplied to drivers who have completed a Series Entry Form and paid the prescribed entry fee. All subsequent replacements will incur a cost to the driver.

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 un-sportsman-like 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 CRO where appointed by the meeting.
- 13.5 MSNZ Code of driving conduct is appended hereto (**Appendix 'D'**).
- 13.6 Competitors have the right to lodge an appeal in accordance with NSC Part XI-Appeals.

14 Publicity & Social Media

- 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.
- 14.3 All Drivers/Entrants should comply with the Honda Cup social media Policy as appended (see **Appendix 'C'**)

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 purpose 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.
- 15.5 Motorhomes, caravans and other accommodation vehicles are NOT to be parked in the Series pit zone, unless specific dispensation is granted by the Series Coordinator, in which case they will be parked as directed by the Series Coordinator.

16 Driver Liability

- 16.1 The onus is entirely on the driver to be familiar with the Series Articles, Technical Regulations and any conditions of use of the track which the owners and/or promoters have in place.

Appendix 'A' – Decal Placement 2025-2026

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.

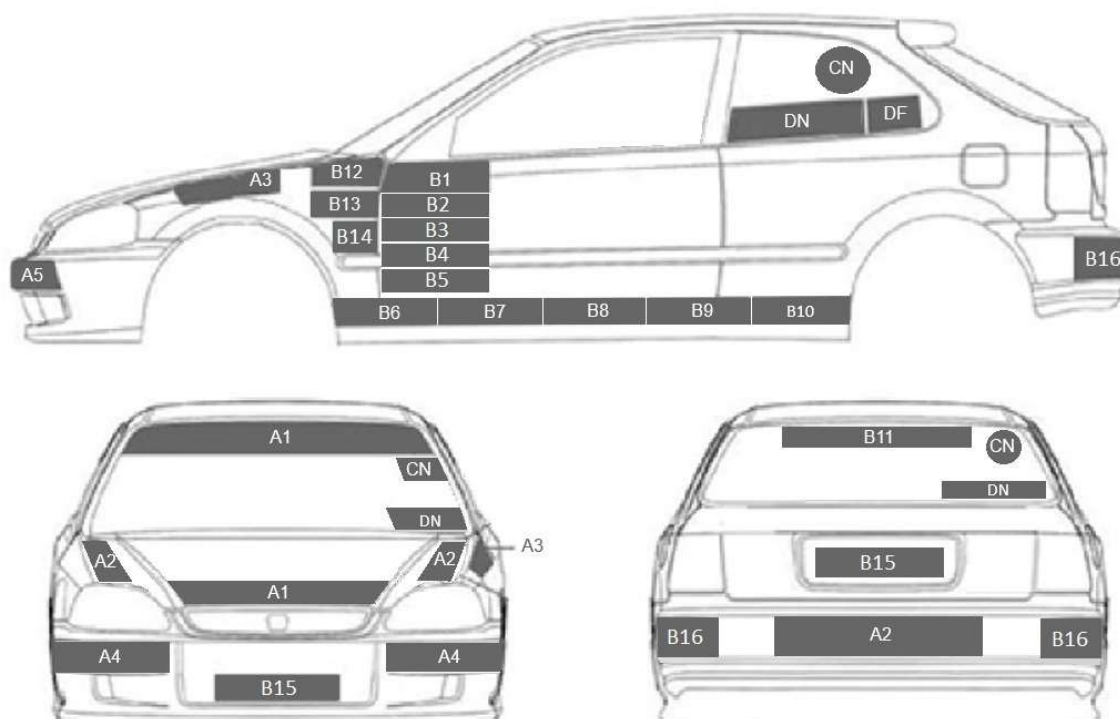
Not all positions may be allocated. Unallocated positions must be kept clear throughout the Series.

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 or the decals required to complete a full set, if existing decals are in good condition 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 may 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.



Notes:

Driver's Name to be 60mm high, all upper cases and surname only except when two drivers in the Series share the same surname, in which case first initial should precede the driver's surname.

Competition Number – See **Appendix 'B'**

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.

<u>Location</u>	<u>Sponsor</u>	<u>Supplied By</u>
A1	Naming Rights Sponsor (MOTUL)	HRDCNZ
A2	Kumho Tyres (Large)	HRDCNZ
A3	Speed Science (Large)	HRDCNZ
A4	Okay Motors Ltd (Large)	HRDCNZ
B1	Honda Cup Logo	HRDCNZ
B2	Motul (Small)	HRDCNZ
B3	Kumho Tyres (Small)	HRDCNZ
B4	Speed Science (Small)	HRDCNZ
B5	Okay Motors Ltd (Small)	HRDCNZ
B6	MFactory	HRDCNZ
B7	MUGEN	HRDCNZ
B8	<i>Reserved for future use</i>	HRDCNZ
B9	<i>Reserved for future use</i>	HRDCNZ
B10	<i>Reserved for future use</i>	HRDCNZ
B11	Honda Cup website	HRDCNZ
B12	MFactory *	HRDCNZ
B13	Epic Trailers	HRDCNZ
B14	MFactory *	HRDCNZ
B15	Personalized Number Plate	Driver
B16	<i>Reserved for future use</i>	HRDCNZ
DN	Driver's Name	Driver
DF	Driver's Flag	Driver
CN	Competitor's Number	Driver

* MFactory decal in B6 Mandatory, at Drivers discretion locations B12/B14 optional for the 'Cogs' or 'LSD' decal (Subject to future sponsorship requirements)

Appendix 'B' – Competition Numbers (From NSC, Schedule A)

Competition Numbers: are required to make identification of vehicles easy for officials and shall comply with the following requirements unless specified in the Championship or Sanctioned Series Articles or Event Supplementary Regulations:

- For all cars competition numbers shall be displayed on each side of the vehicle and
 - Be displayed in a durable manner and of a minimum size of 230mm high with a stroke width of 38mm, and
 - Be in a plain font on a contrasting background clear of graphics or signage that extends at least 50mm beyond the outline of the numbers, and
 - Be displayed alongside the cockpit, and
 - Contain a maximum of three (3) digits
- For single-seater and sports racing cars a forward-facing number respecting the dimensions in Article 6.2(1)(a) above shall be displayed on the nose cone.
- For circuit-based events closed vehicles and sports cars shall display a competition number on the top corner of the windscreen 150mm high with a stroke width of 20mm minimum.
- Non-compliance and Protests:** Where a vehicle does not conform to the above requirements, the Organisers will not be responsible to furnish lap times or correct the placing of a vehicle in the official results. Additionally, protests shall not be lodged or accepted on the conformity of Competition numbers.

Appendix 'C' – Honda Cup Social Media Policy

Objective

Social media is a cheap, easy and fun way to help our race series and sponsors get noticed and we want you to make the most of it.

This document sets out our social media policy for Honda Cup Series members, officials and representatives.

1 Introduction

Honda Racing Drivers Club NZ (HRDCNZ) recognizes the importance of the increased usage of electronic media to communicate and encourages responsible and ethical online behaviour.

Social media brings with it the increased risk of doing or saying things to which others might take offence. Due to the immediate nature of communication to a wide audience using channels such as Facebook, Twitter, Instagram, Tik Tok etc., participants must be mindful to avoid inappropriate use, whether unintended or simply without a proper understanding that once comments are made or published, they are hard to retract.

This policy sets out a framework for acceptable online behaviour where communication involves fellow members, volunteers, officials, crew and anyone else connected with our Series.

2 Purpose

2.1 It is important that the reputation of the Honda Cup, HRDCNZ, its members and officials (hereafter referred to as the Series) are not tarnished by anyone using social media tools inappropriately. When someone clearly identifies their association with the Series, and/or discusses their involvement in this type of forum, they are expected to behave and express themselves appropriately, and in ways that are consistent with the Constitution – Purposes of the Club.

2.2 This policy provides guidelines to assist respectful and knowledgeable interaction with people on social media, internet pages and other online forms. It also protects the privacy, confidentiality and interests of current and potential members.

2.3 This policy does not apply to the personal use of electronic communications and social media platforms by Series members or representatives where the user is referring to issues other than the Series.

3 Guiding Principles

3.1 The web is not anonymous. Everyone associated with the Series should assume that everything they write can be traced back to them.

3.2 Due to the unique nature of our sport, the boundaries between a member's profession, volunteer time and social life can often be blurred. It is therefore essential that members make a clear distinction between what they do in a professional capacity and what they do, think or say in their capacity as a member or volunteer for the Series.

3.3 Honesty is always the best policy. It is important to think of social media as a permanent record of online actions and opinions. Even when an item is deleted from a particular site it continues to exist in some form somewhere.

3.4 When using social media, all members must respect the Series brand to ensure sponsors and stakeholders are not compromised and that the Organization is not brought into disrepute.

4 Usage

4.1 Series members, officials and representatives using social media:

- Must not post or link to defamatory or harassing content. This also applies to the use of illustrations or nicknames.
- Must not comment on or publish information that is confidential or in any way sensitive to the Series, its affiliates, partners or sponsors.
- Must not bring the Series or HRDCNZ into disrepute.
- Must not make threats of any kind to Series members.

4.2 Series members, officials and representatives may not use the Series brand to endorse or promote any product, opinion or cause; and it must be abundantly clear to all readers that any and all opinions shared are those of the individual, and do not represent or reflect the views of the Series.

5 Cautions

- Do not include personal information about yourself or others in social media channels.
- Do not use offensive or hateful language.
- Use your best judgment – do not publish something that makes you the slightest bit uncomfortable and never write or publish if you are feeling emotional or upset (or are intoxicated).
- Be aware of other people or brand images in photos that may not wish to be associated with your opinions and/or discussions.
- Be considerate to others, do not post information when you have been asked not to. Remove information about another person if that person asks you to do so.

6 Consultation and advice

This policy has been developed to provide guidance for Series members, officials and representatives in a new era of technology-enabled social interaction. Anyone who is unsure of their rights, responsibilities, liabilities or actions online and is seeking clarification should contact a HRDCNZ committee member.

7 Complaints

If you consider a Series member, official or representative has breached this policy, you should report that concern, in writing, to the HRDCNZ committee, who will determine the appropriate action.

Appendix 'D' – MSNZ Code of Driving Conduct*

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

*See Motorsport New Zealand Code of Driving Conduct

There are 2 overriding 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.

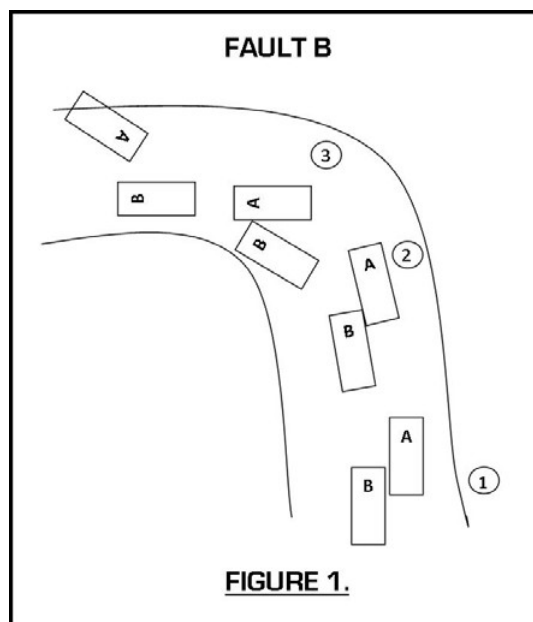
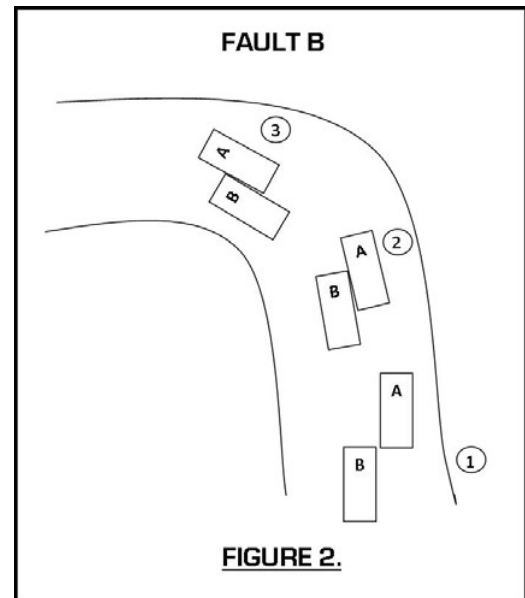
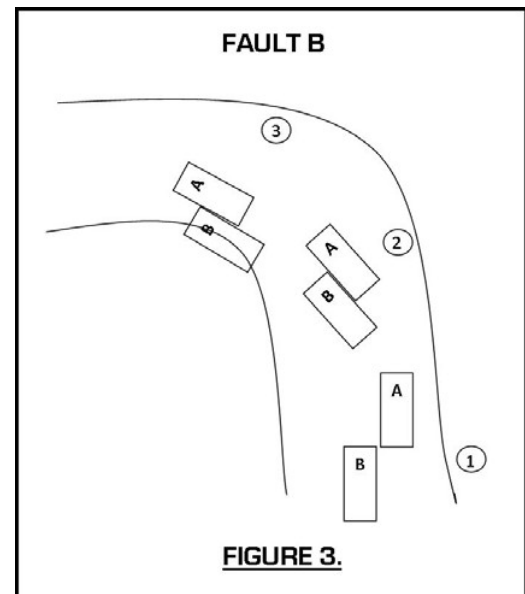


Figure 2.

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.

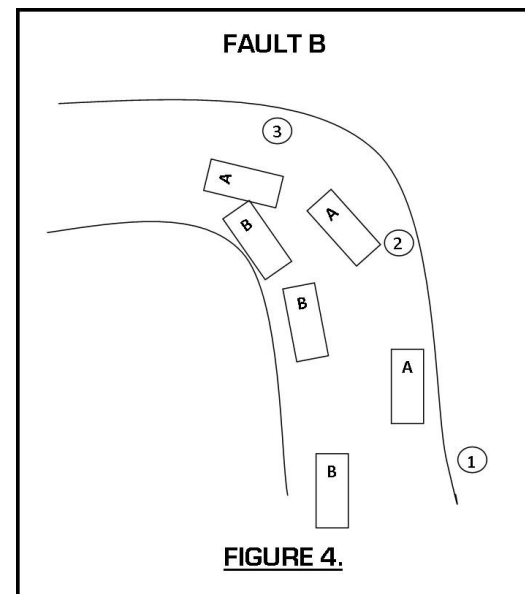
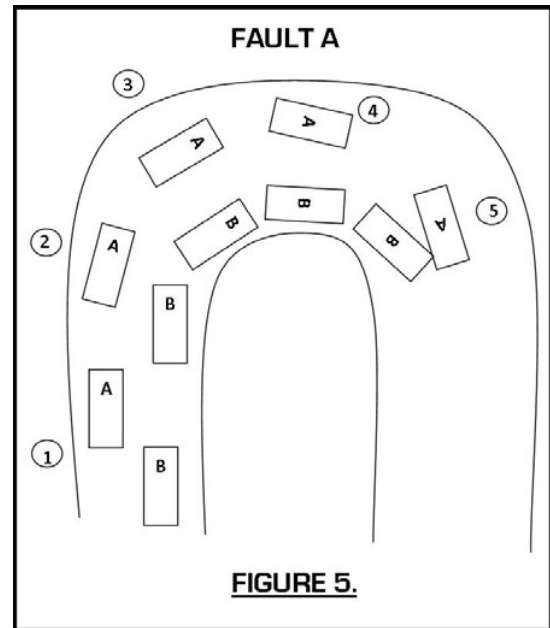


Figure 5.

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.

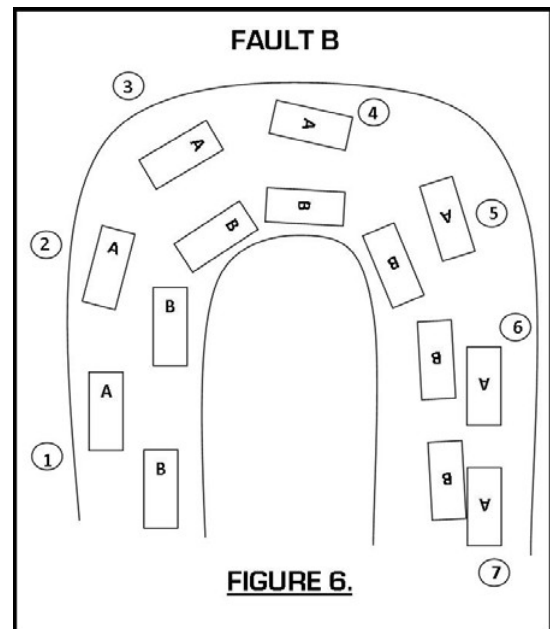
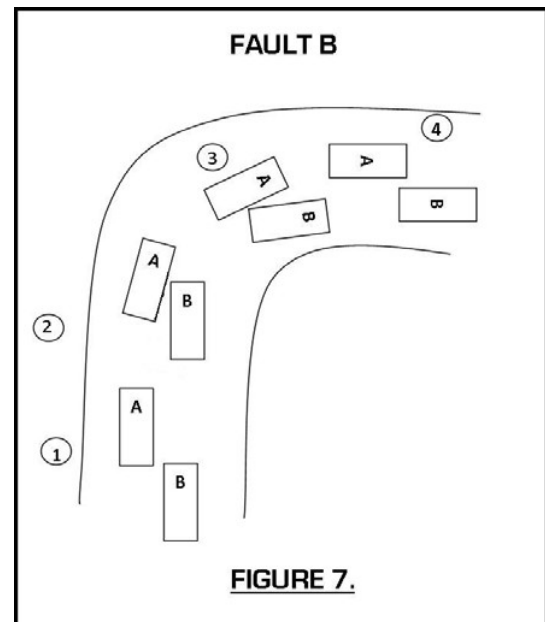


Figure 7.

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 to 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.

