

ARTICLES

HONDA CUP | RACE SERIES

Revision 1 20210825



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 2021-2022 Motul Honda Cup and Honda N1, M1 Series Technical Regulations.
- The event supplementary regulations issued by the inviting clubs.
- Honda Cup Required Driver Experience Policy

As a condition of entry, all drivers who take part in the Series agree to be bound by these Articles and the above regulations, policy documents and the NSC. Failure to comply may result in a range of penalties being applied by the Honda Cup 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 Production 2021-2022 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.

"Honda Cup N1" refers to the pre 2000 classic chassis standard entry level class vehicles

"Honda Cup M1" refers to the 2000 or newer modern chassis standard entry level class vehicles

"Honda Cup N1 & Honda Cup M1" together are known as the Honda Cup Production Class

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 All drivers must meet the minimum driving experience requirements to compete in the Honda Cup Series as detailed in the Honda Cup Required Driver Experience Policy document (available on request) available on the [Honda Cup website](#)
- 3.4 Eligibility shall be for cars complying with the specifications set out in the Honda Cup and Honda Production Race Series Technical Regulations 2021-22 as set out in the schedule by that title.
- 3.5 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.
- 3.6 A competitor shall pay the full Series entry / admin fee to race in any or all Rounds of the Series, except where special conditions may be applied by the Committee.

4 Series Structure

- 4.1 Rounds 1 - 5 (All rounds provisional & subject to CoViD-19 restrictions)
- 4.2 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.

Round	Date	Location	Run by
Round 1	22 - 24 October 2020	Manfeild	IRC/MCC (OctoberFAST!)
Round 2	12 - 14 November 2021	Hampton Downs	Speed Works
Round 3	3 - 5 December 2021	Pukekohe	Speed Works
Round 4	28 - 30 January 2022	Taupo	Speed Works
Round 5	4 - 6 March 2022	Pukekohe	Speed Works

5 Series Personnel

5.1 At each round the following personnel or their designated assistant shall have responsibilities for and authority as 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.
- III. Administer all membership matters.

5.1.2 **Race Director** (who is the HRDCNZ President for the time being), 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.
- VII. May delegate any tasks to other HRDCNZ personnel from time to time.

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.
- VII. Grant dispensations to the Technical Regulations at their absolute discretion and with the approval of the HRDCNZ Committee; any such exemptions to be in writing.

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.
- II. 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.
- III. Promote a no-contact form of racing and a high standard of personal behaviour from both drivers and any individuals associated with the driver.
- 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 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. Repeated breaches or a single serious breach may result in exclusion from the Round, exclusion from the Series, removal from HRDCNZ, or any combination of these. Such penalties may be appealed in writing to the Committee of HRDCNZ, which will have absolute discretion in enforcing the penalty, increasing the penalty or removing the penalty. No further appeal will be entertained.
- VI. In the event that the appointed DSO is also racing, a deputy DSO may be appointed to enforce disciplinary measures in the event of the DSO being party to any incident, in which case the deputy DSO will assume the role of DSO for said incident. Such deputy DSO may also be racing in the round.
- VII. In the absence of such an appointment this role will be taken by the Series Coordinator.

6 Series Entry and 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 a rate of \$135.00 for the 2021-2022 season.
- 6.4 The membership subscription to HRDCNZ is set at \$60.00 for the 2021-2022 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, or the Committee agrees to refund due to unforeseen or exceptional circumstances.
- 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 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 Points:

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

Race Points:

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 Points:

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

Race Points:

Points for specific class results will be taken directly from the points gained in the Overall Competition, race for race.

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 2nd & 3rd
 - M1: 1st 2nd & 3rd
 - H1: Class Deleted
 - H2: 0 to 1800cc 1st 2nd & 3rd
 - H3: 1801cc to 2000cc 1st 2nd & 3rd
 - H4 and H5 combined: 2001cc to 2400cc 1st 2nd & 3rd
 - 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 Presented Race Vehicle
 - Best Presented N1 race car
 - Sportsperson of the Year
 - Honda Cup Service Award
 - Honda Cup Spirit Award
 - Biggest Blow Up Award
 - Enduro award (only if event is held)
 - Other awards as deemed appropriate by the Committee

9 Television coverage and in car cameras

- 9.1 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.
- 9.2 All in car camera installations shall be subject to inspection and approval by the Series Scrutineer 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.

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 usually be 8 - 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.
- 10.4.2 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.

- 10.4.3 Race 2 starting position for all classes, other than N1 and M1 Production classes, 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.
- 10.4.4 N1 & M1 cars will start in similar fashion behind the other classes.
- 10.4.5 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.
- 10.4.6 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 average of each competitor's fastest lap time from Qualifying, Race 1 and Race 2. This average fastest lap time is referred to as "qualifying time" for the purposes of this paragraph.
- If not, all times are available for a particular driver, the missing times will be allocated by the co-ordinator and assistants at their absolute discretion, based on the available times, and any other considerations deemed appropriate.
 - 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.
- 10.5 Grid start for race one shall be rolling and race two (reverse top ten) and race three (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.
- 10.6 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.
- 10.7 The Series Coordinator has the authority to reposition any car at his absolute discretion.
- 10.8 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.
- 10.9 If there is a requirement to limit the number of starters, qualifying times will be used to determine the cut off.

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 designated 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 (available on request).
- 12.2 Designated areas - competition vehicle including but not limited to:
 - 12.2.1 Top of front windscreen/window banner (no 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 Other areas as outlined in 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, colour white. 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 upon request 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 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(s) 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.
- 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 have in place.

Appendix A – Decal Placement 2021-2022

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.

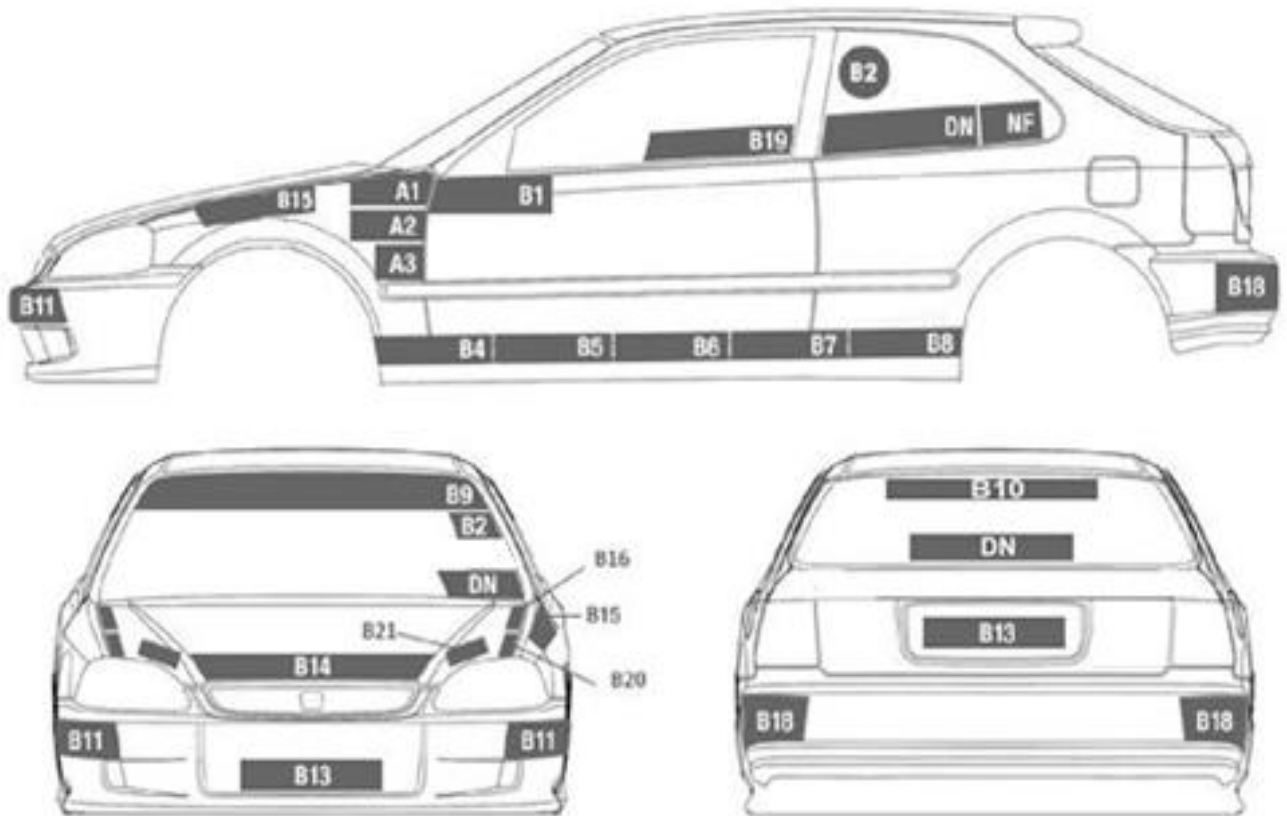
Car must be submitted for technical inspection with all non-Honda Cup Series decals and any decals conflicting with Series sponsors removed.

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.

Decal Qty	Location	Decal Name	Supplied by
DN x4		Driver's Name	Driver
NF x2		National Flag - optional	Driver
A1 x2	Left & Right Guards	Seventy Two dpi	Honda Cup
A2 x2	Left & Right Guards	Epic Trailers	Honda Cup
A3 x2		TBA	Honda Cup
B1 x2	Side doors	Motul HondaCup.co.nz	Honda Cup
B2 x3		Race Number	Driver
B4 x2	Side skirt	Motul - Small	Honda Cup
B5 x2	Side skirt	Competition Clutch	Honda Cup
B6 x2	Side skirt	Gear-X	Honda Cup
B7 x2	Side skirt	Hankook	Honda Cup
B8 x2	Side skirt	TBA	Honda Cup
B9 x1	Windscreen	Honda Cup / N1 banner	Honda Cup
B10 x1	Top Rear window	Rear banner (facebook)	Honda Cup
B11 x2	Front bumper corners	Hardrace	Honda Cup
B13 x2	Number plate	Number plate	Driver
B14 x1	Center front bonnet	Motul - Large	Honda Cup
B15 x2	Top of front guard	Speed Science	Honda Cup
B16 x2		TBA	Honda Cup
B18 x2		TBA	Honda Cup
B19 x2		TBA	Honda Cup
B20 x2		TBA	Honda Cup
B21 x2		TBA	Honda Cup
B22 x2		TBA	Honda Cup



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:

1. For all cars competition numbers shall be displayed on each side of the vehicle and:
 - (a) Be displayed in a durable manner and of a minimum size of 230mm high with a stroke width of 38mm, and
 - (b) 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
 - (c) Be displayed alongside the cockpit, and
 - (d) Contain a maximum of three (3) digits.
2. 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.
3. 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.
4. 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) recognises 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, 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 communications involve 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 Organisation 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 persons 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.

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.

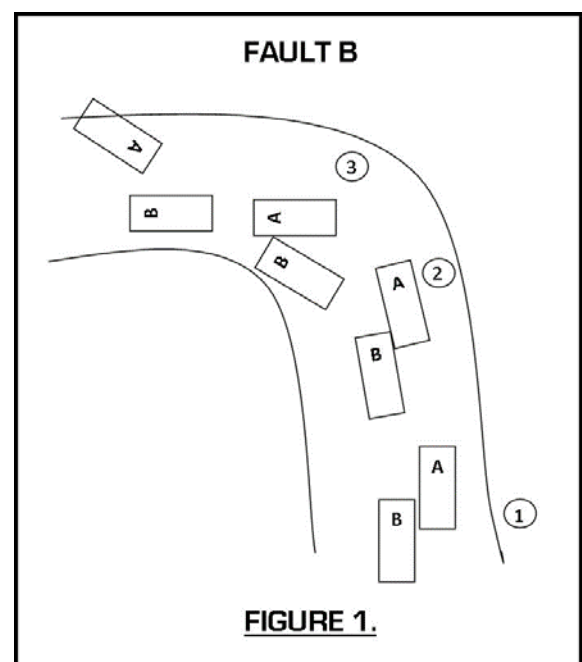


Figure 2.

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.

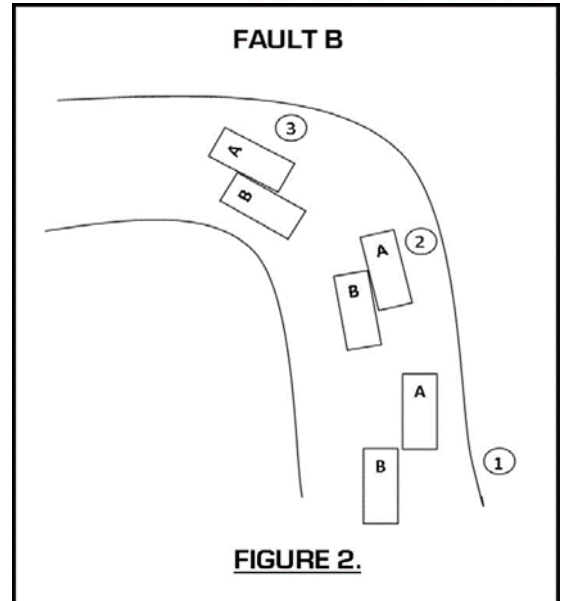


Figure 3.

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.

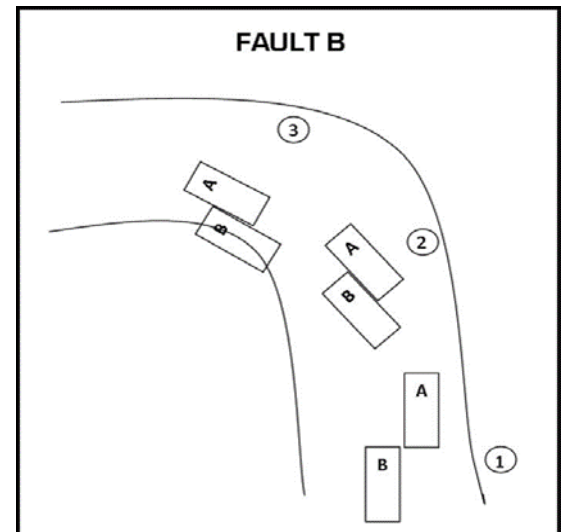


Figure 4.

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.

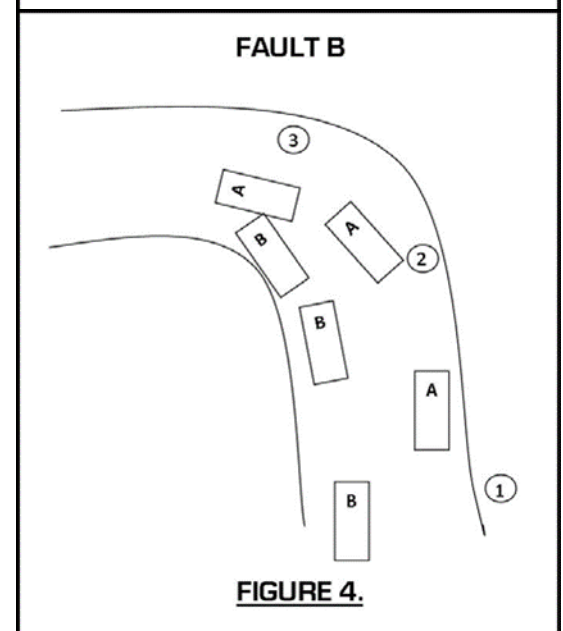


Figure 5.

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.

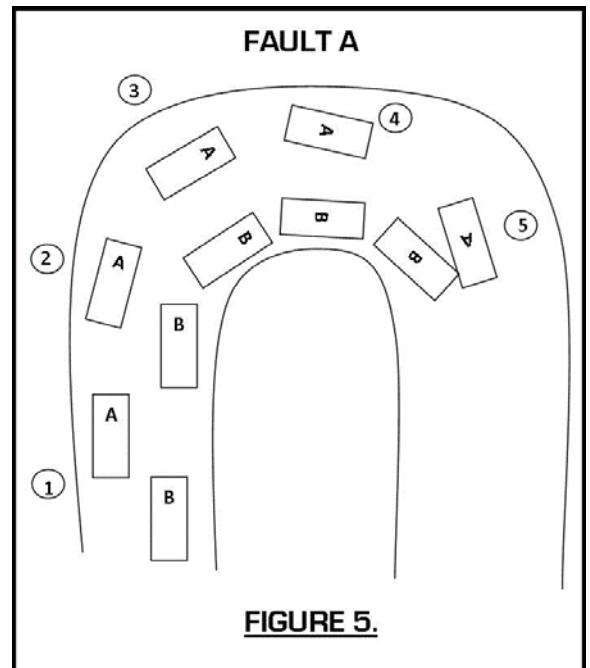


Figure 6.

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.

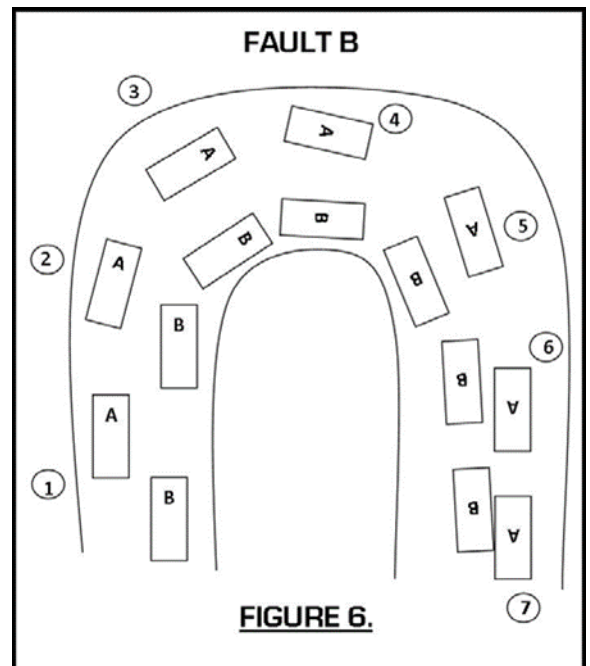


Figure 7.

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 to lie with car B as it gained an advantage through contact.

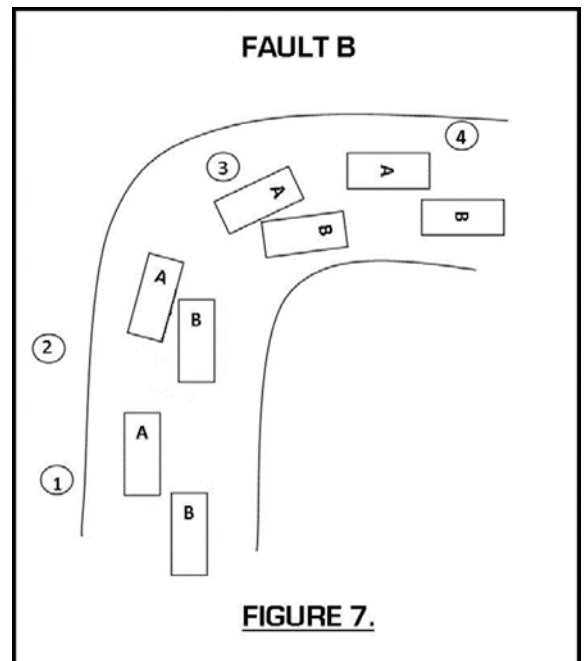
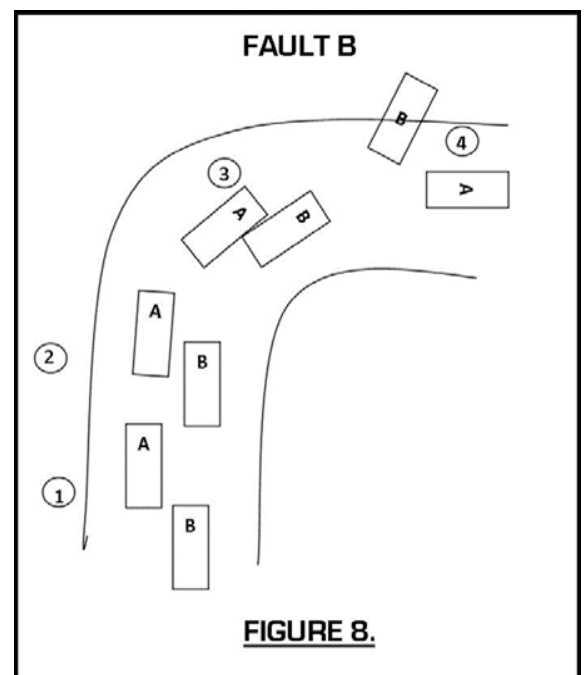


Figure 8.

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.



*See Motorsport New Zealand Code of Driving Conduct

END