

General Description

(Rule version 18.1)

The purpose of this series is to give competitors an opportunity to compete in Motorsport at a very low cost in a variety of cars. The intention is for competitors to use vehicles that are comparable in performance within their category and are as close to factory original as is practically and safely possible.

The intention is that driving ability will be key focus rather than modification of vehicles. The rules below set out the spirit of the regulations and if a competitor is in any doubt about the legitimacy of their entry, please contact the series organizer's (2k Cup South Island) to confirm.

Aim: Budget racing of standard road cars, to a WOF standard with minimal modifications allowed and with a maximum purchase price of \$2000.

Cost to join 2K Cup South Island is \$75 per team per annum, however we encourage each driver to join. This cost includes a Windscreen Banner and pair of Race Numbers to be collected from the Secretary at the cars first official 2K Cup event.

2018/2019 2KCUP Committee: Bill Brown, Russell Cummings, Jeff Poulter. Andrew Gibson and Greg Mitchell.

1: RULES – GENERAL

1.1: Organizer Decisions: The series organizer's decisions can be appealed to the committee, however the committee decision is final & no correspondence will be entered into.

1.2 *(Removed 19-05-18)*

1.3: Unsafe Vehicles and/or Drivers: At the series organizer's sole discretion, any unsafe car or driver may be removed from the event at any time and without prior warning.

1.4: Any car sustaining panel damage during a race meeting may be excluded from the remainder of the meeting.

1.5: Right of Publicity: You and your car may be photographed, recorded, or otherwise reproduced and re-used (including but not limited to television, internet, magazines, radio) at any stage without further permission.

1.6: At all times all cars must conform to the entire 2K Cup SI rules as outlined in this document. Any cars that do not meet these rules for any reason will be immediately excluded from competing until the issue(s) rectified. The committee may apply discretion for very minor breaches from new competitors at their sole discretion, however it is up to each competitor to ensure that their car meets the entire 2K Cup SI rules at all times.

1.7: The committee has the authority to take any competing vehicle at any stage, including directly after or between championship rounds, for an eligibility audit. If a competitor declines the committees request for such audit the car will be excluded from the 2K Cup SI Series.

2: ELIGIBILITY

Competitors must assume that unless a modification is specifically permitted then it is strictly prohibited. Above all, cars must at all times comply with both the WOF and Motorsport New Zealand (MSNZ) schedule A requirements.

Exempted from WOF requirements are safety features such as race seats, race belts, rollbar & rollcage, removal of steering lock etc and decals on windows.

2.0: Vehicle Eligibility: Entry limited to mass-produce (more than 1000 identical units), four-wheeled vehicles legal for NZ road use at the time of their manufacture. Vehicles must be **manufactured up to and including the year 2000** and the vehicle's original, manufacturer-stated curb weight must not exceed 1500kg and engine size must be 2000cc or less. Cars are to be raced in their original showroom specification. Please refer to the website www.2kcupsi.co.nz where there is a list of approved vehicles and years.

2.0.1: No modifications or additions are allowed to vehicles unless specifically listed in section 2.0.2, 2.0.3 and 2.0.4 below. Any other replacement parts must be OEM or OEM equivalent and cannot be of higher performance than factory standard and must retain the same design and functionality (when compared to the standard unit): Examples include;

- Computers (No re-chipping/re-flashing or modified computers/ECU's are permitted)
- Shock absorbers may only be replaced with OEM equivalents (aftermarket adjustable or re-buildable suspension is prohibited)
- Strut Braces (must be OEM, only one per axle allowed & only if fitted from factory)

- Any engine or gearbox replacements must be of the exact same specification as the factory original fitted to that chassis.

2.0.2: The following parts may be modified, but strictly only as specified below:

- Air Con: Air conditioning may be removed from the front firewall/bulkhead forward including pumps, condensers, radiators etc.
- Air filter: A pod filter is allowed providing the pipe immediately prior to the throttle body is standard. No cold air boxes or air deflection towards the air filter is permitted and the pod filter must be located in the location of the original factory airbox.
- Brake lines: Rubber brake lines may be replaced with braided lines.
- Exhaust: For front engine cars the exhaust may be modified but only from the centre of the rear axle rearward. Rear engine cars must retain the original standard exhaust system. All cars may have the catalytic converter removed by either removing the internal ceramic material or replacing it with exhaust tube with a maximum size of the factory pipe immediately after the catalytic converter.
- Gauges: Cars may be fitted with an aftermarket oil pressure and water temperature gauges if they are not present as original equipment. They must stand alone and can also include a light and or buzzer. These must be discreetly fitted below the dash top (not on top of the dash or A pillar etc).
- Kill switches: All cars may have an external kill switch fitted as per Schedule A. This is compulsory for all cars that are not currently registered/licenced and have a current Warrant of Fitness at the time of an event.
- Lights: Fog or spot lights fitted to the front bumper may be removed
- Harness Bar: Cars are permitted to run Harness bars to MSNZ specifications
- Number plates: To conform to WOF standard all cars must run front & rear number plates. Cars that are no longer registered may run a look-a-like plate.
- Roll cage: Cars may run a roll cage or roll bar providing it meets MSNZ specifications.
- Seat: The driver's seat may (and is highly recommended) be replaced with an

approved race seat, but only if an approved race harness is also used.

- Seat belts: The rear seat belts in caged cars may be removed. Any caged car which has a factory passenger seat must also remove the passenger's seat belt.
- Sump: Engine sumps may be baffled however must retain their exact original exterior appearance.
- Sunroofs: Glass or Metal sunroofs may be replaced with a sealed steel panel, providing that the overall finish is presentable and tidy AND there is as minimal alteration to the interior hood lining as possible.
- Suspension Springs: Direct replacement springs only are allowed; All springs must be available as a catalogue purchase and custom made or competition springs are specifically excluded. All cars must retain the minimum WOF ride height requirement.
- Suspension bushes: Rubber bushes may be replaced with polyurethane bushes.
- Transmission: Cars may be converted from Auto to Manual transmission providing that the manual gearbox fitted is the exact factory fitted gearbox for that model, year & spec AND you can purchase the manual version of that car (model, year & spec) for under \$2000. All Auto to manual transmission swaps must be pre-approved by the committee and a dispensation granted.
- Wheel & tyre size: An increase of one inch diameter from original spec is allowed, to a maximum wheel size of 14"x6" or 15"x6.5". Only cars that came factory on wheels larger (diameter or width) than 15x6.5 may use their exact factory size wheels to a maximum diameter of 16" and maximum width of 7", however the plus one inch upgrade will not apply. No 17" (or larger) wheels are allowed. Tyre Size: Allowed plus 10mm width from original spec, e.g. : car with standard with 14x6 & 185/60/14 tyres can use a max of 15x6.5 & 195/60/15 tyre.

2.0.3: The following parts are open AS LONG as they retain the same design and functionality (when compared to the standard unit):

- Brake pads (material is free)
- Bump stops (may be replaced, modified or removed)

- Clutch (button or paddle clutches are permitted)
- Engine Air filter (if retaining the panel design in the original airbox).
- Steering wheel.

2.0.4: The following parts MUST be removed from the vehicle:

- Towbars (complete unit not just tongue or ball)
- Spare wheels.
- Jack & tools.

2.0.5: The following make/model of cars have permanent dispensations but only strictly as outlined below:

- Toyota Corolla FXGT AE100 Series with the Silvertop 20v engine only: Those wanting to convert to a single rear tail pipe may modify the exhaust up to a maximum of 300mm forward of the rear axle, by replacing that 300mm section of the factory pipe with a single pipe of a maximum diameter of 61mm. From the centre of the rear axle rearward still remains free.
- Toyota MR2 SW20 1989-1993: May replace the factory 'Generation 2' engine with a Toyota 3S-GE 'Generation 3' (1993-1997) engine assembly. The complete engine assembly is from the throttle body to the exhaust manifold inclusive of both. These cars must run either the Gen2 OR Gen3 engines, not a combination of both and all must retain the factory Gen 2 ECU.
- Mercedes Benz 190E (W201): May replace the solid front brake discs with ventilated brake discs which are a direct replacement for W201 models. May replace the single pot front brake caliper that is fitted to solid front disc models with the front brake caliper that is fitted to the ventilated front disc brake models.

Any other replacement parts must be OEM or OEM equivalent and cannot be of a higher performance than factory standard.

NB the Committee decision on vehicle eligibility is final. Committee will be referring to the following websites as a guide

- <http://specs.amayama.com>
- <http://ultimatespecs.com/car-specs>
- www.2kcupsi.co.nz

2.1: Cars must be **manufactured pre 2001** and must have a purchase price of \$2000 or less AND be readily available for \$2000 or less, as determined by the committee. No commercial type vehicles or 4x4's allowed. All wheel drive models of cars on the eligible cars list may be eligible as determined by the committee.

2.1.1 Post **year 2000** cars may be approved and dispensation granted at the committees sole discretion, providing that they are the exact same spec as a pre **2001** model, excepting facelift type cosmetic changes. For obvious reasons pre-approval is required for these cars prior to purchase.

2.1.2: For any cars purchased by way of public auction, the final bid price of the auction will be deemed as the purchase price.

2.1.3: Should the committee deem that any particular car has a value greater than \$2000 then it will be deemed ineligible to compete in the Series, regardless of purchase price. (i.e. cars with dodgy purchase receipts). When purchasing a car it is recommended that a copy of the initial advertisement is also kept as confirmation.

2.1.4: At the first round of 2K Cup for any car, proof of purchase must be presented to the committee at which time the cars logbook will be stamped. Cars with 2K Cup SI stamped logbooks are able to be on sold for greater than \$2000, providing safety equipment is included in the sale price, and will still be eligible for 2K Cup SI.

2.1.5: The committee reserve the right to remove the 2K Cup stamp from any cars logbook if, at their sole discretion, the car is modified beyond the 2K Cup SI rules.

2.2: Cars without approved roll cages or roll bars must have a current Registration & WOF. Cars with roll cages/roll bars are not required to have Registration or WOF, but must still be to WOF standard. Roll cages and Roll bars are not mandatory but are strongly recommended.

2.2.1: All roll cages, roll bars & harness bars must be approved by MSNZ; unapproved cages/bars etc are prohibited

2.3: Tyre Eligibility: All cars must use DOT-approved street tires (as detailed in 2.3.1 or 2.3.2 below) only and they must always be to a WOF standard with a minimum tread depth of 1.5mm. Modification of any tyre is strictly prohibited including grooving, buffing or adding any treatment that may enhance the performance in any way.

2.3.1: Control tyre. From the beginning of season 3 (2016/17) all competitors must use the Series control tyre, (or the alternative as per rule 2.3.2) which will be the Dunlop Direzza ZII, or the Dunlop Direzza ZIII. Any competitor who requires a tyre size that can not be supplied in the series control tyre may apply to the committee for a dispensation to use a minimum 190 treadwear tyre by stating the size, brand, model and treadwear tyre they wish to apply to use.

2.3.2 Alternatively; competitors may compete in the 'Spirit Cup' by using a DOT approved street tyre with a minimum treadwear rating of 300, no exceptions.

2.4: Schedule A: All cars must conform to the current New Zealand Motorsport Manual Appendix Two Schedule A standards

<http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%202.01%20Sch%20A.pdf>

2.5: Driver Eligibility: All drivers must have a valid NZ national race licence and MSNZ affiliated Club membership

2.6: Drivers Under 18: Drivers under 18 years of age are permitted, but must complete a Motorsport New Zealand underage competitor indemnity form.

2.7: No passengers are permitted.

2.8: At any stage during a meeting, the series organizer may elect to purchase any vehicle from its owner(s) for \$2500. This rule is only applicable to suspected or proven cheaters, so in other words, don't spend money on a cheater. We will most likely just cancel your entry and ask you to permanently leave our series.

2.9: All engines must be naturally aspirated.

2.10: Any vehicle with a power output of more than 100.5hp per litre will be entered into the engine capacity class above its size. Any other vehicle may be swapped into an alternate class at the sole discretion of the committee.

2.11: Should any one particular vehicle prove to have exceptional performance then the series organizer's reserve the right to introduce performance moderating

measures to that vehicle, including but not limited to throttle stops, time penalties and/or ballast.

2.11.1: During any race, any vehicle that laps quicker than a breakout time (Levels 1.18.0 and Ruapuna 1.47.5) will receive a points penalty of three points deducted for every lap completed that is faster than the breakout time.

2.12: Cars must be dent free with all trim, all seats & mats in place (excepting vehicles with approved roll bar/cages where we will allow removal of small trim parts where necessary) and no primer paint coats visible.

2.13: Cars with an approved MSNZ roll cage (not roll bar) may replace the front passengers seat with a competition seat, all other cars must run the standard passengers seats.

2.14: All cars competing in the Series require a MSNZ logbook.

2.15: All cars must run the Series supplied windscreen banners and door competition numbers. One set of these are supplied at the car/teams first 2K Cup championship event. Any replacements as required must be purchased from the Series organizers.

2.15.1 All original & replacement series decals remain the property of 2K Cup SI and must be immediately returned to 2K Cup SI if requested by the Club at any stage. All series decals MUST be removed from the car upon sale, unless specifically approved by the committee.

2.15.2 Additionally all cars must run the supplied control tyre suppliers decals on each front mudguard of the competing car.

2.16: Data loggers, lap timers, countdown timers or any similar device that provides live information must not operate, and their displays must be removed during official qualifying and races.

3. Race Format:

3.1: Qualifying: Qualifying will be held however the series organizer's will decide how the grid positions will be allocated. These may include (or the reverse of) qualifying times, alphabetical or numerical order or marble/random draw.

3.2: Race: Confirmation of race format will be advised in due course. We are aiming to have races of approx. 20-25km in distance.

4. Championship Classes:

The following classes will be contested and small prizes may be awarded:

- Class A - 0 to 1600cc
- Class B – 1601cc to 1800cc
- Class C – 1801cc to 2000cc

Other fun classes MAY be added as required, including:

- Taxi Cup - 4 door cars only
- Hairdressers Cup - 2 seater cars only
- Euro Cup - European cars only
- One Of A Kind Cup [1OAK] – Cars that are unique within the Series
- Old Buggers Cup
- Spirit Cup – Cars using a tyre with a treadwear rating of 300 or above

4.0.1: The Euro Cup runs to the same 2K Cup SI rules but the following exceptions take precedence over rule 2.0:

- Engine capacity is not limited if the factory rated engine power is 189HP or less; and
- Car models must be European or have competed in a European touring car class between 1980 and 2000, unless they are Japanese in which case they are not eligible for the Euro Cup.

4.1: The Championship is against the team, not the driver or the car. Each team can only have 1 entry (car) per race.

4.2: Drivers and cars can be changed between rounds. Drivers are not able to be changed between races, however where there is more than one field of 2K Cup cars separate drivers may compete in separate groups. Cars may be changed between races with the appropriate permissions from circuit officials.

4.3: Points are allocated to the team at the conclusion of each race; they are allocated using the following methods:

Overall championship (only): 1st =50 points, 2nd=49 points, 3rd=48 points and

reducing one point per place thereafter. Non-finishers get zero points.

Class championships & all other classes: 1st =20 points, 2nd=19 points, 3rd=18 points and reducing one point per place thereafter with anyone finishing 20th or below receiving 1 point. Non-finishers get zero points.

4.4: All rounds will count towards the championship.

4.5: The committee can exclude results of races if two race groups are competing at a round, and one race group does not compete in the same number of races as the other race group.

5. Fuel:

Pump fuel only, 91 to 98 Octane or Diesel where applicable. No octane boosters etc are permitted.

6: POOR DRIVING AND/OR CONDUCT AND RULE ENFORCEMENT

6.1: Driving standards will be strictly enforced as per the current Motorsport Manual Appendix 4 Schedule Z.

<http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%204.01%20Sch%20Z.pdf>

6.2: Reckless driving and contact will not be tolerated. Many of the competing cars will not have safety cages; the consequences of even minor contact could be dire, so absolutely no rubbing, bumping, pushing etc. Deliberate contact will be dealt with severely.

6.2.1 For any breach of the MSNZ code of driving conduct as deemed by either the Clerk of Course or by the 2K cup committee the following will apply;

A) 1st offence: Minimum penalty of driver warning issued and 10 point penalty applied to that round (across all classes & cups). 1st offence warnings will expire after 6 (six) 2K Cup SI championship rounds, providing 2nd offence has not been committed.

B) 2nd offence within the above 6 round period: Minimum penalty of 2 (two) round ban from any 2K Cup SI championship event, and 50 point penalty applied to that round. This offence does not expire and any further infringements are a 3rd offence.

c) 3rd offence: Permanent exclusion from 2K cup.

6.3: The committee has the authority to apply any penalty they deem appropriate and apply that penalty to any competitor that they deem to have breached any driving standard requirement or technical or other rule(s) of the Series. Penalties may include exclusion from a race or round, points deductions and/or temporary or permanent exclusion from the series. Penalties may be applied pre, during or post event at the sole discretion of the committee.

6.4: Bringing 2K Cup into disrepute in any form will result in a competitor's membership being permanently cancelled. As most cars will have WOF & Rego, and will be displaying our series decals, we do not want them seen hooning round the streets etc. This may also include anything that the committee deems to be against the fun spirit of the Series.