



SCHEDULE OSCA

OSCA Race Series TECHNICAL REGULATIONS 2024 - 2025

PREAMBLE

The philosophy of the OSCA Super Saloon Series is to provide a racing class where the competitors/constructors are free to modify a wide variety of vehicles. The Technical Regulations have been formulated to promote the “Kiwi Ingenuity” that has been the mainstay of New Zealand motorsport for decades and to provide a class where American and Australian V8s can compete head to head with high tech Japanese and European cars.

COMPETITOR RECORD OF AMENDMENTS ISSUED TO THIS SCHEDULE

Use this table to keep a record of all official ‘Manual / Series Amendments’ issued during the season relative to this Schedule;

Amendment Number	Issue/Effective date	Regulation reference	Subject / Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 These regulations shall be read in conjunction with the National Sporting Code, the Standing Regulations as detailed in the current edition of the MotorSport Manual, **OSCA Series Articles** and the Supplementary Regulations issued by the Organiser for each Round of the Series. Additionally, any subsequent amendments / bulletins as issued by MotorSport New Zealand from time to time shall be respected.
- 1.2 All text changes from the previous issue of this Schedule are **highlighted** such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.3 The regulations contained hereinafter define the specific restrictions placed on the development of a car for this series. Any parts or modifications not specified or restricted in this schedule are deemed to be free provided Schedule A compliance is maintained.
- 1.4 All cars competing in Events to which these regulations apply shall have a valid MotorSport NZ logbook.
- 1.5 **TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY:** Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to the Series Scrutineer, as detailed in the Series Articles.
- All enquiries should detail the article in question and the specific subject matter.
 - A written reply will always be given to a written enquiry.
 - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:

Engine Capacity: Unless otherwise stated the engine capacities stated in this schedule refer to the unadjusted capacity (swept volume) before applying any equivalency factors.

Monocoque: means a metal structure, such as found in a series production car, in which the skin absorbs all or most of the stresses to which the vehicle is subjected.

Race weight: means the condition the vehicle competes in excluding driver but including all vehicle fluids and any ballast required to maintain weight compliance.

Spaceframe: means a tubular structure with a lightweight body where all the stresses are absorbed by the tubular chassis and none by the body.

Semi-monocoque: refers to the fabrication of a monocoque like structure within a spaceframe chassis.

Telemetry: means any device capable of recording or transmitting data relating to the performance of any components or combinations of components on the car.

Traction Control: means any device (not part of a differential) capable of automatically limiting the torque transmitted to a wheel in situations where traction is lost.

3.0 ELIGIBLE VEHICLES

3.1 The Series is open to any Saloon, Sports Car or Series Production vehicle, or replica thereof, where a minimum of 500 identical units have been produced.

Note: *This is designed to cover a wide range of 4 door cars plus volume sports cars the likes of Corvette, Camaro, Toyota Celica, Supra, MR2, Mazda RX 7, RX8, MX5, MX6, Porsche 911, 924, 944, 928, Nissan 200SX, 300Z, 350Z, Mitsubishi GTO, FTO, Ford Probe etc*

3.2 FIA GT3 specification vehicles and FIA GT3 “type” vehicles, as determined by the OSCA committee, shall not be eligible to compete.

4.0 WEIGHT

4.1 Race Weights: The racing weight of the vehicle **post-race, including driver shall be no lower than 850kg.**

4.2 The racing weight of the vehicle may be measured at any time during the competition, on the official scales of the meeting.

5.0 SAFETY EQUIPMENT REQUIREMENTS

5.1 Safety harness; for each seat fitted shall be installed in full compliance with Appendix Two, Schedule A.

5.2 Seats; all seats shall be Competition type seats as detailed in and in full compliance with Appendix Two, Schedule A.

5.3 A Safety Cage; shall be fitted as per Appendix Two, Schedule A requirements.

5.4 Fire extinguisher(s); shall be installed in full compliance with Appendix Two, Schedule A.

5.5 Windscreens; shall comply fully with the requirements of Appendix Two, Schedule A.

5.6 Rain light/s: A ‘control’ rain light (Hella light part number 95901140) shall be installed in compliance with Schedule A. Flash pattern six (6) shall be utilized when the light is operational.

6.0 FUEL

6.1 Fuel: The only fuels authorised for use in competing vehicles at any Round of this Series is as detailed in Appendix Two, Schedule A, Article 3.9 Fuel.

7.0 BODYSHELL & VEHICLE EXTERIOR

- 7.1 The body silhouette shall represent a Saloon Car, Sports Car or Series Production vehicle as detailed in Article 3.1, however the side profile must remain standard to the production model with the exception of front spoilers, wheel arches, rear spoilers and wings.
- 7.2 All or part of the body may be constructed from lightweight materials. The fitment of side skirt panels is authorised.
- 7.3 **Wheel Arch Flares:** Wheel arch flares of width not exceeding 125mm per side may be fitted with the measurement being taken from the outermost part of the original mudguard. Wheel arch flares may be continued into the door panels.
- 7.4 **Aerodynamic devices:** where fitted shall be in full compliance with Appendix Two, Schedule A.
Front spoilers ground clearance height must be such that the spoiler does not contact the ground when one or both tyres on one side of the car are deflated.
- 7.5 **Doors:** Opening doors are strongly recommended, however those vehicles without opening doors shall have side window openings on both sides of the vehicle. The occupant must be able to exit the vehicle in less than seven(7) seconds at any time during an event in order to be eligible to compete. Compliance with this shall be demonstrated on request. Access from the non-driver side of the vehicle must not obstruct or unduly restrict safety rescue crew.
- 7.5.1 A window net may be fitted in accordance with Appendix Two Schedule A.
- 7.6 **External Rear Vision Mirrors:** Must be fitted to both sides of the vehicle in compliance with Appendix Two, Schedule A.
- 7.7 **Engine enclosure / covers:** A bulge incorporating an air opening may be fitted to the engine cover provided it, or any part of the intake system, extends no higher than 100mm above the original engine cover panel contour within the area that is directly above the engine intake system.
- 7.7.1 **Bonnet/engine cover vents:** the location and size are free, providing compliance with Schedule A is maintained.
- 7.8 **Ducting:** Ducting for the purpose of the flow of cooling air for brakes and radiators is free provided that such ducting does not alter the profile of the vehicle.
- 7.9 Tyre warmers are not permitted.

8.0 VEHICLE INTERIOR

- 8.1 The interior of the vehicle is free, respecting the provisions of Appendix Two, Schedule A.
- 8.2 **Seats:** The driver's seat position must be offset from the longitudinal centre line of the vehicle with no part of the seat crossing that centre line.
- 8.2.1 A passenger seat where fitted shall be in full compliance with Appendix Two Schedule A. Rear seat(s) are specifically prohibited.
- 8.3 **Rear Vision Mirror:** An internal rear vision mirror must be fitted in compliance with Appendix Two, Schedule A.

9.0 CHASSIS

- 9.1 The chassis shall consist of the original monocoque bodyshell, a spaceframe or a combination of both.
- 9.2 The wheelbase may be altered by up to 4% of the standard wheelbase of the original vehicle represented.
- 9.3 The use of titanium, Kevlar, carbon fibre or exotic composite materials is prohibited in the construction of the chassis.
- 9.4 **Engine position:** The engine position is free provided the engine remains in the original end of the car but may be rotated.

10.0 ENGINE SPECIFICATIONS

10.1 Engine type is free, providing that the engine is manufactured by a vehicle manufacturer and is in its original configuration. Eligible engines are as follows:

- Any cast iron block or alloy production engine up to 6200cc including equivalency factors

10.1.1 Twin engine vehicles are specifically prohibited.

10.1.2 Twin turbos where fitted must not be staged in series.

10.2 **Engine Block:**

- (a) Only a standard production engine block or a commercially available aftermarket replacement is permissible.
- (b) Blocks may be bored, sleeved and generally machined. Crankshaft main bearing caps may be substituted, additional main bearing caps and/or bolts may be used.
- (c) Internal engine components are free.

10.3 **Engine Equivalency:** Equivalence factors shall be determined in accordance with Appendix Two, Schedule A Article 3.5.

11.0 SUSPENSION and STEERING

11.1 **Shock Absorbers:** In no case may shock absorbers be remotely adjustable from the cockpit whilst competing.

11.2 **Steering:** Shall be by the front wheels only.

12.0 BRAKING SYSTEM

12.1 The braking system is free, and shall comply with Appendix Two, Schedule A and the following additional requirements:

- (a) Dual circuit braking systems are mandatory.
- (b) Brake discs are free but must be of ferrous material.
- (c) Only one(1) caliper per wheel is permissible.