

SCHEDULE SCR[©]

2026-27 New Zealand Sports Car Racing Series inc. Formula Racing New Zealand

TECHNICAL REGULATIONS

PREAMBLE

The New Zealand Sports Car Racing Series and Formula Racing New Zealand have combined to provide an exciting racing series between the two classes with similar performance and increase grid sizes.

Part One of this document covers the Technical Regulations for the vehicles entered into the New Zealand Sports Racing Car Series and Part Two covers the Technical Regulations for Formula Racing New Zealand.

COMPETITOR RECORD OF AMENDMENTS

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

MotorSport New Zealand may amend or clarify these Technical Regulations by issuing Amendments, authorised by the Chief Executive Officer or their representative.

All Amendments issued during the season are recorded in the table below:

Amendment Number	Issue/Effective Date	Article Reference	Subject/Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1** These Technical Regulations shall be read in conjunction with the MotorSport NZ safety schedule as detailed in Appendix Two, Schedule A of the current MotorSport Manual.
- 1.2** The authoritative source of these Technical Regulations is available at motorsport.org.nz under the sporting tab.
- 1.3** All text changes from the previous issue of ~~these Technical Regulations this Schedule~~ are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.4** Only vehicles complying fully to the Technical Regulations as detailed hereinafter are eligible to compete in the Series.
- 1.5** It is the responsibility of each Competitor to satisfy the appointed Scrutineer(s) of the Meeting that their car complies with these Technical Regulations in their entirety at all times during an Event.
- 1.6** These ~~Technical~~ Regulations detail the specifications and dimensions permitted.
- 1.7** All vehicles competing in Events to which these Regulations apply shall have a valid MotorSport New Zealand logbook.
- 1.8 Technical eligibility and safety equipment enquiry:**
- 1.8.1** Where any doubt may exist in understanding any Regulation contained within ~~these Technical Regulations this Schedule~~ it will be understood that it is the Competitor's responsibility to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
- (1) The Series Scrutineer, as detailed in the ~~Sporting Regulations Series Articles~~, then to
 - (2) The MotorSport New Zealand Technical Department
- 1.8.2** All enquiries should detail the Article in question and the specific subject matter.
- 1.8.3** A written reply will always be given to a written enquiry.
- 1.8.4** On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.
- 1.9** The ~~New Zealand Sports Car Racing Inc. appointed~~ Series Scrutineer shall have the right to inspect any competing vehicle during the Series at any Round, and a notation shall be made in the vehicle's MotorSport New Zealand logbook confirming the inspection has been performed.

2.0 DEFINITIONS

- 2.1** Definition of terms used within ~~these Technical Regulations this Schedule~~ shall be referenced from the National Sporting Code, Appendix Two Schedule A.
- 'National Sporting Code'** or **'NSC'** means the National Sporting Code issued by MotorSport New Zealand from time to time;
- 'Race Trim'** means the condition the vehicle competes in and includes the Driver, all safety items, and all vehicle fluids.
- 'Rule', 'Rules' or 'Technical Regulations'** means the current Technical Rules and Regulations as amended from time to time;
- 'Round'** means the race meeting at which Drivers may score points towards the Championship;

PART ONE

New Zealand Sports Car Racing Series

3.0 ELIGIBLE VEHICLES

- 3.1** Eligible Vehicles will be open sports cars and sports racing cars in compliance with these Technical Regulations ~~this schedule~~. Closed sports cars in full compliance with FIA Group CN Technical Regulations will be subject to Committee approval on application.

4.0 RACE CLASSES

- 4.1** There are two (2) Classes authorised under these regulations as follows:

- 4.1.1** 0 – 2000cc Class: for vehicles with naturally aspirated engine up to 2000cc and complying with the specific Regulations detailed below.
- 4.1.2** Open Class: for vehicles with a naturally aspirated engines up to 4200cc or forced induction engines with a combined swept volume of up to 2400cc and complying with the specific Regulations detailed below.
- 4.1.3** Historic: for vehicles at least 25 years old. It is recommended that all Historic Class Vehicles attain a COD.

5.0 RACE WEIGHTS AND DIMENSIONS

- 5.1** Competing vehicles shall respect their maximum racing weight at all times during the Competition. The racing weight is the complete weight of the vehicle in Race Trim. This may be measured at any time during the Meeting, upon the directive of the Series Scrutineer or his designated assistant, on the official weigh scales of the Meeting.

- 5.2** The maximum race weights and vehicle dimensions are as follows:

- 5.2.1** 0 – 2000cc Class:

Maximum weight	900Kg
Maximum width	2000mm
Minimum width	1500mm

- 5.2.2** Open Class:

Maximum weight	900Kg
Maximum width	2000mm
Minimum width	1500mm

6.0 SAFETY EQUIPMENT REQUIREMENTS

- 6.1** The following safety equipment must be fitted to the competing vehicle in full compliance with Appendix Two Schedule A of the MSNZ Manual.
- 6.2** A safety cage or safety rollbar homologated in compliance with Appendix Two Schedule A of the MSNZ Manual shall be installed, and must meet the requirements of the Diagram 5.1 (Open Vehicle Main Rollbar Height) in Part Two of that Schedule.
- 6.3** A competition seat or fabricated seat providing full support to the occupant.

- 6.4** A six (6) strap safety harness in compliance with FIA Standard 8853-2016 or 8853/98 shall be installed in compliance with Appendix Two Schedule A of the MSNZ Manual.
- 6.5** A fire extinguisher being a hand-held extinguisher and/or a plumbed in system in compliance with Appendix Two Schedule A of the MSNZ Manual.

7.0 BODYSHELL, VEHICLE EXTERIOR, AND AERODYNAMIC AIDES

- 7.1** Bodywork shall cover all mechanical components of the vehicle except:
- 7.1.1** Exhaust system
 - 7.1.2** Induction system
 - 7.1.3** Suspension components
 - 7.1.4** Tyres
 - 7.1.5** Radiators
 - 7.1.6** Rollbar structure
 - 7.1.7** Cockpit opening in the case of an open cockpit car
- 7.2** The maximum height of the bodywork, excluding the rollbar structure and associated fairings, shall not exceed a nominal 1100mm, measured from the ground.
- 7.2.1** Method for measuring maximum height shall be as follows:
- (1)** The car will be placed on a marked common flat surface;
 - (2)** A 40mm high RHS beam will be laid laterally beneath the car;
 - (3)** The maximum height from the RHS Beam to the highest point of the bodywork, excluding the rollbar and associated fairings, shall not exceed 1060mm.
- 7.3** Cockpit opening area for all vehicles, except 'closed cockpit' vehicles, when viewed from above, shall be fully visible at all times except for where members of the safety rollbar structure impede view.
- 7.4** The shape of the bodywork seen from one side must be identical to the shape seen from the other side.
- 7.5** The Driver seating position shall be to one side of the vehicle so the Driver's helmet is completely contained to one side or the other of the vehicle's longitudinal centre-line when in their normally seated position.
- 7.6** The longitudinal centreline of the Driver's seat must be positioned no more than 375mm from the longitudinal centreline of the car.
- 7.6.1** Central mounted seats are not permitted under any circumstances.
- 7.7** Aerodynamic devices where separate from the body work, including end plates shall comply with and be measured as per Article 7.2 above.
- 7.7.1** The maximum distance from the front edge of the front splitter to the front axle centre-line shall not exceed **1100mm**.
 - 7.7.2** The maximum distance from the rear axle centre-line to the rear-most point of the rear wing assembly or diffuser, whichever is the greater, shall not exceed **1300mm**.

7.8 Mudguards

7.8.1 Mudguards where used must cover:

- (1)** at least one third of the circumference of the tyre from 9-o'clock to 1-o'clock when viewed from the side, and ~~must cover~~
- (2)** all of the tyres tread width when viewed from above.

7.8.2 Mudguards may be cycle style or similar when the bodywork does not cover the road wheels.

8.0 VEHICLE INTERIOR

8.1 All interior fittings are free provided compliance with Appendix Two Schedule A of the MSNZ Manual is maintained.

9.0 CHASSIS

9.1 Chassis design and construction is free providing compliance with Appendix Two Schedule A of the MSNZ Manual is maintained.

9.2 Carbon Fibre tubs are allowed but must be ~~made~~ manufactured by a recognised FIA manufacturer.

9.3 For chassis manufactured from composite materials all repairs shall be undertaken in compliance with Appendix Two Schedule A Article 5.8.1 of the MSNZ Manual.

10.0 ENGINES

10.1 ~~Engine:~~ 0 to 2000cc Class vehicles shall comply with the following engine requirements:

10.1.1 All 0-2000cc engines shall be internal combustion, spark ignition four stroke reciprocating engines with swept volume not exceeding 2000cc and where at least one thousand (1000) identical units have been manufactured in one (1) calendar year.

10.1.2 Bore and Stroke may be altered providing the total combined swept volume of the engine does not exceed 2000cc.

- (1)** Where the stroke has been altered from original, reboring that will exceed 2000cc combined swept volume is not permitted.

10.1.3 Overboring of engines with standard production block bore and stroke where the combined swept volume may exceed 2000cc is permitted up to 1.0mm overbore only.

10.1.4 Overboring of smaller displacement engines is free providing they remain below 2000cc combined swept volume.

10.2 ~~Engine:~~ Open Class vehicles shall comply with the following engine requirements:

10.2.1 Engines accepted are four stroke reciprocation engines and normally aspirated rotary engines in compliance with the following:

- (1)** Engine capacity limits are:
 - (a)** Normally aspirated up to 4200cc;
 - (b)** Forced induction up to 2400cc combined swept volume;
 - (c)** Normally aspirated 13B Rotary engines.

10.3 Forced induction vehicles shall have a maximum boost limit of 18psi.

- 10.3.1** Forced induction vehicles shall fit at the Competitor's cost a Class supplied and sealed boost data logger.
- 10.4** Rotary engines may be modified to bridge-port or peripheral Port configuration but shall remain normally aspirated.
- 10.5** Radical Cars
- 10.5.1** All previous Clubsport, SR1, SR3, SR8 and SR10 models of Radical cars are permitted providing those vehicles meet the requirements of the Technical Regulations and Appendix Two Schedule A of the MSNZ Manual and SCR requirements.
- ~~**10.5.2** Radical RXC Spyder in Factory Standard configuration as published at 1 September 2022 are approved. This vehicle may only operate ABS and Traction Control with the approval of the Committee.~~
- 10.5.2** Any new models of Radical cars must be approved by the New Zealand Sports Car Racing Inc Committee.
- 10.6** Engine Seals shall be fitted that seal the cylinder head to cylinder block as is provided for under Appendix Two Schedule A Article 3.7 of the MSNZ Manual.
- 10.6.1** Sealing holes of a minimum diameter of 2.5mm shall be drilled in adjacent bolt heads or flanges/casting webs on both the cylinder head and the block to allow Class seals to be fitted.
- 10.6.2** Official seals, once applied shall remain intact for the duration of the Series as detailed in Appendix Two Schedule A of the MSNZ Manual.
- 10.6.3** Official seals can only be broken with the written permission of the Series Scrutineer who may request an inspection.
- 10.6.4** If an official seal is broken without receiving Series Scrutineer approval all Series points gained over the duration of the seal will be forfeited.

11.0 TRANSMISSION AND FINAL DRIVE

- 11.1** The transmission is free. ~~but~~
- 11.2** Traction control is not permitted.
- 11.3** A reverse gear that is operable by the Driver from the cockpit is required.

12.0 ELECTRICAL SYSTEM

- 12.1** Electrical and lighting system must comply with Appendix Two Schedule A of the MSNZ Manual.
- 12.2** Rain lights shall be installed as per Appendix Two Schedule A of the MSNZ Manual and be a minimum of 15 watts or LED equivalent.

13.0 SUSPENSION

- 13.1** Suspension is free but shall be of an articulated design and shall contain a spring medium, such as coil spring, torsion bar, airbag etc.
- 13.2** Solid or active suspension are not permitted.
- 13.3** Composite suspension components are not permitted unless FIA approved.

14.0 SUSPENSION

- 14.1** Brake rotors shall be ferrous.
- 14.2** ABS is not permitted.
- 14.3** The brake system is otherwise free.

15.0 WHEELS AND TYRES

- 15.1** Wheels and tyres are free providing they comply with the requirements of Appendix Two Schedule A of the MSNZ Manual ~~compliance is maintained.~~

PART TWO

Formula Racing New Zealand

16.0 PREAMBLE

16.1 Formula Racing New Zealand aims to provide opportunities for Ex TRS FT40's and FT50's, Formula Renault's and Formula Atlantic's to compete in New Zealand. It aims to provide a place for these single seater cars to compete, with a strong emphasis on sporting behaviour, driving standards and learning.

17.0 VEHICLE ELIGIBILITY

17.1 The series is suited to pre-2016 Wings and Slicks, single seater racing cars running in the configuration of and specification of which they originally raced.

17.1.1 Departures from strict originality may be tolerated, especially to reduce cost and to keep cars regularly competing, provided there is no performance advantage gained. Less tolerance will be extended to any performance modifications which are non-period.

17.2 Single seater wings and slicks vehicles of any age may be accepted into the Series, in the interests of grid size and variety, if they are considered suitable by the Formula Racing New Zealand Sub-Committee ~~(must be a single seater, wings and slicks car)~~.

17.2.1 It is not intended that they be the fastest vehicles on the grid and their acceptability will be diminished by the presence of modern technology not available at the time of their construction.

17.2.2 If required, all Entrants must submit their vehicles for eligibility inspection by a nominated Technical Officer.

17.3 Formula Atlantic

17.3.1 Eligible chassis are as follows:

- (1)** Swift DB4;
- (2)** Reynard 90H, 92H and 93H; and
- (3)** Ralt RT4.

17.3.2 Vehicles may be either Toyota 4AGE or Ford Cosworth powered up to 1650cc.

17.3.3 ~~Cars~~ Vehicles must comply with the period specifications and rules of the day for the Series they competed in.

- (1)** This includes wing size and placement, floor planks, weights and engine size and horsepower output.

~~**17.3.4** The minimum dry weight including Driver is 550kg.~~

17.4 FT-40 and Formula Renault

17.4.1 Eligible chassis are as follows:

- (1)** Tatuus TT104ZZ as campaigned in the Toyota Racing Series from 2006 to 2014; and
- (2)** Formula Renault 2000 as campaigned from 2000 to 2009.

17.4.2 Vehicles must comply with the period specifications and rules of the day for the Series they competed in.

- (1) This includes wing size and placement, floor planks, weights and engine size/horsepower output.

~~17.4.3 The minimum dry weight including Driver is 555kg.~~

17.5 FT-50

17.5.1 Eligible chassis are as follows:

- (1) Tatuus chassis as campaigned in the Toyota Racing Series from 2015 to 2019.

17.5.2 Vehicles must comply with the period specifications and rules of the day for the Series they competed in. This includes wing size and placement, floor planks, weights and engine size/horsepower output.

~~17.5.3 The minimum dry weight including Driver is 550kg.~~

18.0 SAFETY

18.1 Vehicle and Driver equipment must meet all applicable MotorSport New Zealand safety standards as determined by MotorSport New Zealand and complying with Appendix Two Schedule A of the MSNZ Manual.

18.2 MotorSport New Zealand Logbooks are required for all vehicles.

19.0 TYRES

19.1 The limit on tyre usage limit for FT40, FT50 and Formula Renault is: ~~will be limited to~~

19.1.1 One (1) new set of dry tyres consisting of two (2) x front and two (2) x rear tyres.

19.1.2 These dry tyres shall be used for ~~Hankook slick tyres per~~ two (2) rounds.

19.1.3 The front dry tyre which shall be used is 180/550R13 Hankook Ventus F200 in either the C9 Supersoft or C7 Soft specification.

19.1.4 The rear dry tyre which shall be used is 240/570R13 Hankook Ventus F200 in either the C9 Supersoft or C7 Soft specification.

19.2 The tyre usage limit for Formula Atlantic is: ~~tyre usage will be limited to~~

19.2.1 One (1) new set of dry tyres consisting of two (2) x front and two (2) x rear tyres

19.2.2 These dry tyres shall be used for ~~per~~ two (2) rounds. ~~For Formula Atlantic~~

19.2.3 The dry tyre brand is open.

19.3 Wet tyres are unlimited.

19.3.1 The wet tyre brand is open.

19.4 ~~The use of tyre warmers is strictly prohibited for qualifying and all races.~~ The nature of circuit/garage/pit paddock layouts and the requirement to form on the dummy grid in the marshalling area 10 minutes prior to all sessions it would usually be impossible to maintain any temperature advantage before the cars enter the circuit and in reality would only add an additional unwanted heat cycle to the tyres.

19.4.1 Those Competitors planning to move onto the next level of open wheel motor racing (CTFROT, F4, F3 etc) are discouraged from using tyre warmers as their use is prohibited in those classes.

~~19.5 Tyre warmers may only be used in Practice provided these sessions are not on the same day as Qualifying and/or Racing.~~

20.0 PRESENTATION

- 20.1** All competing ~~cars~~ vehicles must be presented in a clean and tidy condition with all Series sponsor stickers in place. Failure to present vehicles in this condition may result in a Competitor being refused ~~a start~~ to compete in any session or race until their vehicle is presented as such. This decision is made by ~~either or both~~ the Series Scrutineer and/or the Series Coordinator.