

TECHNICAL REGULATIONS (SCHEDULE OSCA) GOVERNING THE 2026-2027 OSCA ACCREDITED RACE SERIES

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.

OFFICIAL RECORD OF AMENDMENTS

MotorSport New Zealand may amend or clarify these Sporting 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 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 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, 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 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.
- 1.10 These Technical Regulations contained hereinafter define the specific restrictions placed on the development of a car vehicle for this Series. Any parts or modifications not specified or restricted in this schedule these Technical Regulations are deemed to be free provided they comply with the provisions of Appendix Two Schedule A of the MSNZ Manual compliance is maintained.

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.
- "Engine Capacity"** unless otherwise stated in these Technical Regulations, 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.
- 'National Sporting Code' or 'NSC'** means the National Sporting Code issued by MotorSport New Zealand from time to time;

‘Race Weight’ means the condition the vehicle competes in and includes the Driver, all safety items, all vehicle fluids and any ballast require to maintain the minimum weight.

‘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 Series;

‘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 Eligible vehicles authorised to take part in Competition under these Technical Regulations shall be:

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

3.1.2 This eligibility criteria is designed to cover a wide range of four (4) door cars plus volume sports cars such as ~~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 RACE WEIGHTS

4.1 Competing vehicles shall respect their minimum Racing Weight at all times during the Competition.

4.2 The ~~racing~~ Race Weight of the vehicle shall be a minimum of 850kg including the Driver. ~~as set out under Race Weight in Definitions~~

4.3 This Race Weight may be measured at any time during the Competition, upon the directive of the Series Scrutineer or his designated assistant, on the official weigh scales of the Meeting.

5.0 SAFETY EQUIPMENT REQUIREMENTS

5.1 The following safety equipment must be fitted to the competing vehicle in full compliance with Appendix Two Schedule A of the MSNZ Manual.

5.2 A Safety cage homologated by MotorSport New Zealand and complying with Appendix Two, Schedule A of the MSNZ Manual.

5.3 A safety harness in accordance with Appendix Two, Schedule A of the MSNZ Manual.

5.4 A competition seat in accordance with Appendix Two, Schedule A of the MSNZ Manual.

5.5 A Fire extinguisher in accordance with Appendix Two, Schedule A of the MSNZ Manual.

5.6 Windscreens shall comply with the requirements of Appendix Two, Schedule A of the MSNZ Manual.

5.7 A 'control' rain light (Hella light part number 95901140) shall be installed in accordance with Appendix Two, Schedule A of the MSNZ Manual.

5.7.1 Flash pattern six (6) shall be utilised when the light is operational.

6.0 FUEL

6.1 The only fuels authorised for use in competing vehicles at any Round of the 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

7.1.1 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 permitted.

7.3 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 comply with the provisions of Appendix Two, Schedule A of the MSNZ Manual.

7.4.1 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:

7.5.1 Opening doors are strongly recommended, however

7.5.2 Those vehicles without opening doors shall have side window openings on both sides of the vehicle.

7.5.3 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.

(1) Compliance with this shall be demonstrated on request.

(2) Access from the non-driver side of the vehicle must not obstruct or unduly restrict safety rescue crew.

7.6 A window net may be fitted in accordance with Appendix Two Schedule A of the MSNZ Manual.

7.7 External Rear Vision Mirrors must be fitted to both sides of the vehicle in accordance with Appendix Two, Schedule A of the MSNZ Manual.

7.8 Engine enclosure / covers

7.8.1 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.

7.9 Bonnet/engine cover vents:

7.9.1 The location and size of any engine cover vents are free, providing compliance with Appendix Two Schedule A of the MSNZ Manual is maintained.

7.10 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.

7.11 Tyre warmers are not permitted.

8.0 VEHICLE INTERIOR

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

8.2 Seats

8.2.1 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.

8.2.2 A passenger seat where fitted shall comply with the provisions of with Appendix Two Schedule A of the MSNZ Manual.

8.2.3 Rear seats are specifically prohibited.

8.3 An internal rear vision mirror must be fitted in accordance with the provisions of Appendix Two, Schedule A of the MSNZ Manual.

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 The engine position is free provided the engine remains in the original end of the car but may be rotated.

10. SUSPENSION and STEERING

10.1 Shock Absorbers

10.1.1 In no case may shock absorbers be remotely adjustable from the cockpit whilst competing.

10.2 Steering shall be by the front wheels only.

11. BRAKING SYSTEM

11.1 The braking system is free subject to the limitations contained in this Article 11.

11.2 The braking system shall comply with the provisions of Appendix Two, Schedule A of the MSNZ Manual.

11.3 The braking system shall have the following additional requirements:

11.3.1 Dual circuit braking systems are mandatory.

11.3.2 Brake discs are free but must be of ferrous material.

11.3.3 Only one (1) calliper per wheel is permitted.

12. ENGINE SPECIFICATIONS

12.1 Engine type is free, provided that the engine is manufactured by a vehicle manufacturer and is in its original configuration.

12.2 Eligible engine types are as follows:

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

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

12.3 Twin engine vehicles are specifically prohibited.

12.4 Engine Block

12.4.1 Only a standard production engine block or a commercially available aftermarket replacement is permitted.

12.4.2 Blocks may be bored, sleeved and generally machined.

12.4.3 Crankshaft main bearing caps may be substituted, additional main bearing caps and/or bolts may be used.

12.4.4 Internal engine components are free.

12.5 Engine Equivalency

12.5.1 Equivalence factors shall be determined in accordance with Appendix Two, Schedule A Article 3.5 of the MSNZ Manual.