

CLASSIC ALLCOMER SALOONS

*If these regulations do not specifically state you can do it, then do not do it.
These regulations supersede any previous regs.*

PART 1 – ELIGIBILITY:

1. Vehicles eligible to take part in competitions to which this Schedule applies shall be those approved by the committee on the following basis:
2. A competing vehicle must either be:
 - a) an original car, or
 - b) accurate replica of a competing vehicle from 1 of the following series, or
 - c) be a car built to the regulations as stated and conform to one of the following historical groups - Allcomers Saloons, OSCA, Sports Sedans, Sports Saloons, Shellsport series, or
 - d) Classic Saloons which apply to regulations outlined in this schedule, or
 - e). be invited by the committee.
3. The fundamentals and general design of the competing vehicle, the engine and all major mechanical, structural, and suspension components are to remain the same of those of the original race series the car competed in, or the vehicle is replicating. The cut-off date for vehicles for the series is 01-01-1990. All Vehicles must be approved at the discretion of the committee.
Owners of vehicles may be called upon to provide evidence that the vehicle complies within the rules of the specific category.
4. The competing vehicle must comply within the rules of the groups above, that were in place rules up to the end Date of 1-01-1990.
5. To provide safe racing within a wide range of vehicles two racing classes will take part at each CMRC event. A competing vehicle and driver must be able to complete 1 lap of the following circuits within the specified time limits:

TIMARU	
Class A	No Faster than (1.03), and no slower than (1.13)
Class B	No faster than (1.13) and no slower than (1.25)

Any vehicle which laps 3 times outside of the specified time bracket, may either be transferred into the alternative group, or may be removed from the group at the discretion of the committee.

PART 2 – SPECIFICATIONS

1. Authorised modifications

The only modifications and/or additions permitted to a competing vehicle are those expressly authorised in the period schedule the car was either competing in, replicating or within these regulations.

2. Tyres

Competitors have the option to run on slick or treaded tyres. However, it is mandatory that if a vehicle is entered into an event, then the competitor **MUST** have a set of wet tyres available and ready to run at the event. This is to provide every opportunity possible for races to take place in the event of wet weather.

3. Coachwork

- a) Vehicles must look “period correct” externally. Paintwork, body modifications, wheels and spoilers/flares must conform visually and technically as a period grid of cars from any of the eligible categories from year period 1965- 1990. For example, post 1990 materials / technology, such as exposed carbon fibre, and front and rear undertrays / diffusers are not permitted.
- b) Allowable wheel diameter variations will be accepted on a case-by-case basis and will be at the discretion of the technical committee. Larger diameter wheels may be allowed to accommodate the availability of tyres. However, if wheel diameters are enlarged the original brake diameter and type must remain as per the original rules, and the overall rolling diameter and width of the wheel / tyre combination must not exceed the original specification.
- c) Original steel panels may be replaced with fibreglass replacements to reduce cost and provide an available alternative to original steel panels.
- d) Window glass may be substituted by Perspex when allowed within the original rules of the car’s eligible category. And must conform to Motorsport New Zealand regulations.

4. Body Interior

- a) The passenger compartment must retain a neat and finished appearance.
- b) Passenger seating may be removed. A racing driving seat must be fitted and may be re-positioned, provided that no part of the seat base extends over the centre line of the vehicle.
- c) Floor coverings and hood linings may be removed.

5. Scrutineering

All competing vehicles must comply with the requirements of the MSNZ Scrutineering Schedule A.

PART 3 – SAFETY AND DRIVING STANDARDS

6. Safety

A Safety harness must be fitted in accordance with Schedule A, and

- a) The use of such harness is mandatory.
- b) Interiors roll bars and/or roll cages in accordance with Schedule must be fitted.

7. Driving Standards

- a) Driving standards are as per the MSNZ Driving Standards Schedule Z, and in accordance with Appendix 6 Historic racing philosophy.
- b) All competitors are also reminded of the provisions relating to driving standards in the National Sporting Code.
- c) If a driver is found to have deliberately caused an accident that driver will be removed from the group.
- d) A 3-strike system will be in place for incidents, and if a driver has caused panel damage and is found to be at fault the strike system will apply. If 3 strikes are accumulated by a driver, upon the 3rd strike the driver will be asked to leave the group – be warned this will happen even mid-event!
- e) All driving related incidents will be investigated by the group coordinator, and the driving standards team. And action will be at the sole discretion of the group coordinator / driving standards team and/or the clerk of course.
- f) Abuse of any series official or meeting official, competitor or other person during any an event should be deemed as prejudicial to Classic Allcomers, and the Classic Motor Racing Club. Any such event will be referred to the Clerk of Course. Any entrant penalised by the Stewards for this behaviour will be asked to leave the group immediately.

PART IV- MSNZ APPROVAL AND LOG BOOK

MSNZ Log Books are mandatory.

CLASSIC ALLCOMER SALOONS COMMITTEE

Group Coordinator – Steve Keene

Driver Standards Officials – Steve Keene, Peter Blomfield, Lynn Hatton, Paul Goodman

Technical Support – Steve Keene, Lynn Hatton, Peter Bloomfield.