



CIRCLE TRACK RACING ASSOCIATION OF NEW ZEALAND INCORPORATED

RULE BOOK

2019 - 2020

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**RULES OF THE CIRCLE TRACK RACING ASSOCIATION
OF NEW ZEALAND INCORPORATED**

1. NAME

The name of the Society shall be CIRCLE TRACK RACING ASSOCIATION OF NEW ZEALAND INCORPORATED.

2. OBJECTIVE

The objects for which the Association is established are:

- a. To promote and encourage the growth in New Zealand of oval track and associated motor sports on any track licensed by the Association.
- b. To establish, maintain and control the rules for the conduct of meetings at the facilities of members of the Association.
- c. To establish, maintain and control the rules governing the type of vehicle that may compete at the facilities of members of the Association.
- d. To provide for the registration and licensing of competitors wishing to compete at any meeting organised by a member of the Association.
- e. To act as the body to control any dispute that may arise between members of the Association, between licensed competitors of the Association and between members of the Association and licensed competitors, or any of them.
- f. To set and control the rules for any championship competitions open to licensed competitors of the Association and to register the results.
- g. To make necessary regulations and by-laws for the government, control and management of the Association generally.
- h. To purchase, lease, hire or otherwise acquire if necessary land, buildings, vehicles and other real or personal property which the Association may from time to time deem necessary or expedient or useful in connection with any of the Association's undertakings or activities and that either alone or in conjunction with any other Association's, person, firm or corporation, to build, erect, alter or improve, or contribute towards the cost of building, erecting or improving any such buildings or other property as aforesaid.
- i. To invest any of the Association's funds in such investments or assets as the Association may from time to time decide upon (notwithstanding that the same may be a wasting, speculative or reversionary nature).

- j. To do all such other matters and things as in the opinion of the committee shall be conducive to the attainment of any of the foregoing objects or to the exercise of any of the foregoing powers.
- k. To provide a safe environment for all competitors, volunteers and spectators

3. INTERPRETATION

- a. In these rules and By-laws of the Association unless a contrary intention appears "Association" means **The Circle Track Racing Association Of New Zealand** Incorporated. "Executive Committee" means the Executive Committee for the time being appointed under the Rules of the Association. "Year" means the year of the Association and words importing the singular number shall equally apply to "Individual Members", "Honorary Members", "Honorary Life Members" and "Associate Members".
- b. The decision of the Executive Committee on the Interpretation of these Rules or any matter or thing not contained in these Rules which pertains to the Association, its property or its interests shall be conclusive and binding on all members of the Association unless and until revoked at a General Meeting by a majority of seventy-five percent of the members of the Association.

4. MEMBERSHIP

- a. **The membership of the Association shall consist of:**
 - Honorary Members and Honorary Life Members being persons elected for a stated term or for life at a General Meeting of the Association on the recommendation of the Committee in recognition of services rendered to the Association in General Meeting may decide.
 - Association Members, being any organisation interested in the promotion of the objects of the Association and subject to such privileges as the Association in General Meeting may decide. Such Associate Membership shall be open to the licensee or promoter of any oval racing track in New Zealand licensee by CTRA, or any part approved by CTRA that is actively promoting the establishment of new alternative facilities, or any competitor or supporter organisation approved by CTRA and with a minimum of twenty (20) members (such organisations to be duly incorporated societies).
- b. **Election to Membership:**
Applications from persons desirous of joining this Association must be made to the Secretary or the Hon. Secretary in writing and will be considered at the next Committee Meeting and the Committee may in its discretion accept or

refuse any application for Membership. Each person or Association so applying shall furnish such information as the Committee may require.

c. Resignations:

No member shall retire from the Association until he has paid his subscription and any arrears due, and shall have given notice in writing to the Secretary of his wish to resign. Such notice must be given 14 days prior to the Annual General Meeting or the Member will be liable for the subscription for the ensuring year provided that in all cases members shall be liable for all debts due by the Association at the date of the acceptance of the resignation.

d. Suspension or expulsion:

- The Committee may suspend or expel from membership any member wilfully disobeying any of the rules or by-laws, or guilty of any conduct rendering him in the Committee's opinion unfit or unsuitable to be a member of the Association or deserving of suspension or expulsion provided that before such suspension and expulsion he shall be given the opportunity to wait on the meeting to hear any accusations against him, ask questions and give explanations and that the meeting shall hear what he has to say by way of defence.
 - Any members becoming bankrupt or making any general assignment of all their property for the benefit of a general composition with his creditors shall in fact cease to be a member of the Association.
 - The Committee may suspend or expel from membership any member whose licence to operate is cancelled and who in the opinion of the Executive Committee is no longer actively involved in promoting oval track racing or the establishment of new or alternative facilities, or any competitor organisation whose financial membership is less than twenty (20).
- e. The committee shall have the power to from time to time purge the list of members and to delete there from the name of members whose subscriptions remain unpaid to more than three (3) calendar months from the date of falling due.
- f. Any members not paying any monies due to the Association within ten days of the issuing by registered mail of a final notice, shall cease to be a member of the Association.

5. SUBSCRIPTIONS AND LEVIES

- a. All members shall pay such annual subscriptions as is determined from time to time by the Association in general meeting and if no subscription is determined in any one year then the subscription set the previous year shall apply.

- b. All members shall pay such entrance fee as shall from time to time be fixed by the Association in general meeting provided that the Executive Committee shall nevertheless have power to remit or refund the whole or any portion of an entrance fee in any case where in the Committees opinion it is desirable to do so.
- c. Subscriptions shall be due on the 31st June in each year (except those of new members which shall be due on the day of their election and at a rate relative to the remaining portion of the current year) and must be paid within two months of the due date. Should fees not be paid within such period then the Committee shall issue a final notice in terms of Rules 4. (f) Hereof.
- d. The Association in General Meeting may also decide what further fees and levies, if any, may be paid for any purpose covered by these rules.

6. ALTERATIONS TO THE RULES

- a. The Rules of the Association may be altered, added or repelled or replaced by a resolution of three-fifths majority of the votes recorded by those present at any General Meeting. The notice calling it shall have specified the proposed alteration, repeal or substitution but nothing in this rule shall prohibit the amendment at any General Meeting of any proposal which has been specified in the notice calling the meeting

7. GENERAL MEETINGS

- a. General Meetings shall be either Special General Meetings or Annual General Meetings as hereinafter provided.
- b. **ANNUAL GENERAL MEETINGS:** The Committee shall arrange for the Annual General Meeting to be held annually at such time and place as the Association or Committee may determine but not later than 31st August in each year.
- c. **BUSINESS AT ANNUAL GENERAL MEETING:** The Business at the Annual General Meeting shall be the election of Officers and Committee Members receiving the notification of member's delegates as hereinafter appears and of transacting such other business as shall be specified in the notice convening the meeting. At such meeting the report of the Executive Committee and the balance sheet and statement of accounts for the past financial year shall be submitted for adoption.
- d. Any member wishing to bring any motion before the Annual General Meeting must give notice thereof in writing to the Executive Committee no later than the last day of July.
- e. Any motion/remit put forward to the Association will be sent out to the associated tracks no less than 21 days prior to the Associations AGM.

- f. **SPECIAL GENERAL MEETING:** The Committee may at any time and shall within seven days after receipt of a requisition in writing signed by five members (which requisition shall set out the business proposed to be transacted at such meeting) call a Special General Meeting for any purposes, such meeting to be held no later than 28 days from the date of the original requisition. At any meeting so called only the business set out in the notice shall be dealt with.
- g. **ATTENDANCE AT GENERAL MEETINGS:** The following shall be entitled to attend General Meetings:-
- (i) Officers of the Association
 - (ii) Members of the Committee
 - (iii) Delegates of Members of the Association appointed in terms of Rule 8 hereof
 - (iv) Honorary Members and Honorary Life Members
 - (v) In the case of Associate members up to four delegates there from.
- h. **VOTING AND MODE VOTING:**
- (i) At the General Meeting every member except associate members present shall be entitled to one vote per delegate motion, such vote to be exercised in person and in the case of equality of votes the Chairman shall have a casting as well as a deliberate vote.
 - (ii) Each affiliated club is allowed up to two (2) delegates only with voting rights.
 - (iii) Any person appointed as a proxy to vote on behalf of a club/track must attend the meeting in person and written notification must be handed to the secretary prior to the commencement of the meeting.
 - (iv) (a) The mode of voting on all questions other than elections shall be by voice, or if the Chairman or any other member shall require by show of hands and the declaration of the Chairman that any resolution has been carried shall be deemed conclusive evidence of the fact unless a poll is demanded by at least five delegates immediately after the Chairman's declaration when the vote is taken or on the voices or show of hands.
(b) The mode of voting during elections at any General Meeting where the nominations exceed vacancies shall be by secret ballot for which purpose a sufficient number of scrutineers shall be appointed at the meeting. In any such ballot any vote cast for

more than the full number to be elected shall be deemed to be informal.

- (iii) Every question shall be decided by a majority of votes.
- i. **PROCEDURE AT GENERAL MEETING:** At the General Meetings the chair will be taken by the President or if he is not present the Vice President but if both are not present at the time when the meeting is due to start, those present shall elect a chairman from among the Officers (except the Hon. Secretary) and the Committee present and willing to act and if no Officer or member of the Committee is present then from among the members delegates generally and the Chairman so elected shall remain in the chair until the arrival of the president.
- j. **THE QUORUM:** The quorum at General Meetings shall be a minimum of two delegates from each affiliated club.
- k. If there is no quorum present within half an hour after the time fixed for commencement of the meeting, the meeting shall stand adjourned to the same day and hour of the following week. Those present at such adjourned meeting shall be competent to transact all the business for which the meeting was called notwithstanding that there may be fewer than the above mentioned number of members present.
- l. Notices of Special Meeting and of the Annual General Meeting shall be sent by the Secretary by circular to all members not less than 21 days prior to the date thereof. Such notice must specify the business which is proposed to lay before such General Meeting. Such notices shall be deemed to be effected by properly addressing, prepaying and posting (or emailing) a letter containing the notice and/or emailing such notice, and to have been effected by properly addressing, prepaying and posting a letter containing the notice and to have been effected in any other case the time at which the letter would be delivered in the ordinary course of post.
- m. **RULES PROMULGATED BY THE ASSOCIATION:** The creation and alteration of "Rules for the Conduct of Meetings" and "Rules Governing Vehicle Types" shall be approved by a General Meeting of the association.

8. REPRESENTATION TO GENERAL MEETINGS

- a. Members shall be entitled to be represented at the Annual General Meeting or any other General Meeting of the Association as follows:-
 - (i) Honorary Members and Honorary Life Members shall be represented in person only and may not appoint a delegate.
 - (ii) A licensee or promoter of any oval racing track may be represented by up to four (4) delegates only two (2) of whom shall have voting rights at any meeting of the Association.

- (iii) Any competitor or supporter organisation may be represented by up to (4) delegates only two (2) of whom shall have voting rights at any meeting of the Association.
- b. All Associate Members must advise the Association of their delegates for the next year at the Annual General Meeting of the Association. In the event of any changes been made to such delegates during the year for any reason, such changes must be notified to the Secretary. Any representative shall be entitled to be elected to office.

9. OFFICERS, STEWARDS AND COMMITTEE

- a. The Officers of the society shall comprise:-
 - (i) President
 - (ii) Vice-President
 - (iii) Honorary Secretary (or Honorary Secretary/Treasurer)
 - (iv) Honorary Treasurer (or Honorary Secretary/Treasurer)
 - (v) Health and Safety Officer
 - (vi) Chief/Assistant Officials x 6, **Northern** – 1 x Chief Official and 1 x Assistant Chief Official, **Central** – 1 x Chief Official and 1 x Assistant Chief Official, **Southern** – 1 x Chief Official and 1 x Assistant Official.
 - (vii) Disciplinary Committee is made up of a quorum of five (5) members; consisting of CTRA Stipendiary Stewards and CTRA Executive Members. The CTRA Executive will appoint a chairman for a disciplinary meeting. Any decisions are final.
- b. The appointed Officers and Officials shall hold office until such time that their successors are appointed by the Members at the next Annual General Meeting of the Association.

SECRETARY OR SECRETARY/TREASURER

- (i) The Association may in Annual General Meeting authorise the Executive Committee to appoint a Salaried Secretary in lieu of an Honorary Secretary/Treasurer. The Salaried Secretary will have no voice and no vote in the management of the Association's Affairs.
- (ii) If such a Salaried Secretary is or is to be appointed then the Annual General Meeting will be required to elect an Honorary Treasurer.

HEALTH & SAFETY OFFICER

Function: The Health and Safety Officer will;

- provide all CTRA affiliated Clubs with such necessary support and assistance required, to assist them to understand also to implement those policies and processes which are stated within the CTRA Health & Safety Policy Manual
- when required, visit a Club and conduct any necessary Health & Safety policy and procedure training

- maintain ongoing contact with Club Health & Safety Committee's by way of regular memo or newsletter circulation advising of updates and other relevant information
- collate, record, and assess Club submitted data in regard of any serious injury or fatal racing incidents or accidents which occur at a CTRA licenced track on any race day, practice day or at a working bee, be they an on-track or off-track incident/accident
- encourage all Affiliated Club personnel to embrace the discipline of being pro-active in identifying hazard risks at their track which will require to be reported in the first instance, to their Club Health & Safety Co-ordinator (Club Steward)
- be available via phone or email to all Club Personnel so as to answer or to find an answer to any Health & Safety problems or questions that they may have

Responsibility:

The Health and Safety Officer will:

- be solely responsible to the CTRA President and/or Vice President
- be required to submit an annual report to each CTRA Annual General Meeting
- be required to attend all CTRA Annual General Meetings also all Executive Meetings

Authority:

The Health & Safety Officer will have the authority to:

- attend any CTRA licenced track at any time
- in the event of a high risk serious hazard being identified during a race or practice event, take immediate action and halt the racing programme if necessary, until such time as the hazard risk is eliminated or minimised to an acceptable standard as is approved of by the Officer
- cease the racing should they believe that Drivers, Volunteers, or Members of the Public, are in imminent danger

Remuneration:

- The position of the CTRA Health & Safety Officer is a voluntary role and no wage or salary is to be paid to such an Officer. The Officer can however be reimbursed for any out of pocket expenses incurred. Same expenses must be approved of, prior to payment of same, by the CTRA President or Vice President

c. CHIEF/ASSISTANT OFFICIALS

- Suitably qualified and experienced persons will be elected annually, to act as Chief or Assistant Official's.
- There will be:
 - i. One (1) Chief Official plus one (1) Assistant Official in the Southern Region
 - ii. One (1) Chief Official plus one (1) Assistant Official in the Central Region

iii. One (1) Chief Official plus one (1) Assistant Official in the Northern Region

nb: Current Chief and Assistant Officials may be nominated for re-election

- Nominations for Chief Official and Assistant Official positions shall be submitted at the Associations Annual General Meeting. Post AGM the Secretary will advise the affiliated Clubs with the names and contact details of the confirmed appointments.
- Chief Officials and Assistant Officials will be reimbursed for “out of pocket” expenses incurred when they are carrying out inspections, overseeing championship title events, conducting training workshops.
- If a Chief Official or an Assistant Official should relinquish their role during the season then the CTRA Executive Committee may appoint a replacement. The appointee will remain in that role up until the next Annual General Meeting.

Chief Official and Assistant Official: ‘Pre-Season’ Responsibilities

- i. Carry out a comprehensive audit inspection of those affiliated Club tracks and associated facilities located within their region. (no practice or race meeting can take place until a track licence has been issued)
- ii. Subject to the track, the pole line, the walls, the fencing meeting the required criteria, issue the Affiliated Club with a track racing licence for the upcoming racing season.
- iii. In the event that the track and/or facilities do not meet the required standards, the Club will be issued with a list of faults which must be repaired prior to a re-inspection, before a licence can be issued.

Chief Official and Assistant Official: ‘During the Season’ Responsibilities

- i. Attend and officiate at all CTRA Championship title events held at a track in their region. From time to time the Executive Committee may require that a Chief Official attend and officiate at a track located in another region.
- ii. At championship title events assist or supervise the Club CTRA Steward, Referee, Scrutineer. If it is deemed necessary then assume control of that Official’s role.
- iii. Attend and address the pre-racing ‘Drivers briefing’ meeting and advise the drivers of the day’s title race formats, also of any other matters of concern.
- iv. Record any actions taken, penalties imposed or other matters of importance, in the ‘Race Meeting Report’. Advise the CTRA Secretary forthwith of any urgent matters that will be required to be addressed by the Executive Committee.
- v. Organise regional training workshops for Club Steward’s, Referee’s, Scrutineer’s, Clerk’s of Course.

Chief Official and Assistant Official: Authority

- i. To impose Competitor penalties, both fines up to \$200 and/or race finish placings, in any championship title race. In accordance with CTRA rules impose penalties and suspension notice in regard of any fuel, engine, tyre, and technical breaches.
 - ii. To reprimand or suspend any Competitor, Crew, non-CTRA Club Official, CTRA Club Official for serious misconduct for a period of up to 30 days. A suspended person must be advised of their appeal rights at the time of the imposed suspension. The CTRA Executive must be advised via the Secretary within 12 hours of the suspension, and the Executive Committee will within 6 days advise the suspended person in writing of their endorsement of the suspension, or otherwise.
 - iii. Declare a race or a meeting concluded if in their opinion it would be unsafe for it to continue, or is in breach of CTRA rules. Consult with the Steward and Clerk of Course prior to making such decision.
- d. Subject to decision of the Association in General Meeting the entire management and control of the Association's affairs and property both real and personal shall be in the hands of the Executive Committee, all of whom shall be elected at the General Meeting.
 - i. The Executive Committee will comprise of: President, Vice President, Honorary Secretary and Honorary Treasurer, Health & Safety Officer plus up to ten (10) but not less than four (4) voting Committee Members. Each of the Associations Affiliated Clubs will nominate, Northern x two (2), Central x one (1) and Southern x one (1) area delegates, to be voting Members of the Executive Committee. A minimum of four (4) voting Members can form a quorum.
 - ii. The Disciplinary Committee will comprise of: Three (3) Chief Officials, Three (3) Assistant Chief Officials, CTRA President, CTRA Vice President and the CTRA Secretary.
 - iii. Only members or Delegates of Members shall be eligible for election as an Officer of the Association or as a Member of the Executive Committee. In the event of any person so elected ceasing to be eligible they shall immediately tender their resignation to the Association.
- e. Nominations for the offices of President and Vice-President and Members of the Committee of the Association shall be made in writing and delivered to the Executive Committee ten clear days prior to the date on which the Annual General Meeting is to be held.
- f. Nominations for the Officers of Honorary Secretary and Honorary Treasurer (or Honorary Secretary/Treasurer) shall be made at the Annual General Meeting. In any case where no nomination or when insufficient nominations are received the Chairman may accept nominations at the meeting for the position.

- g. The Executive Committee will forthwith notify all members of such nominations. All nominations must be signed by the person nominated and must be counter-signed by either a delegate or proper officer of any member nomination such person as proposer and seconder. Notice of the date in which nominations close shall be embodied in or accompany the notice of the Annual General Meeting.
- h. The Committee shall elect a Chairman who shall preside at all meetings in the absence of the President.
- i. To Record Affiliated club officials each season; record all licenced drivers and CTRA licence numbers each season.
- j. To report without prejudice to the CTRA Executive any breach of affiliated clubs responsibilities or CTRA rules by affiliated clubs or Officials.

k. **COMMITTEE MEETINGS**

The Committee shall meet at such times and places as it may from time to time decide and a meeting shall be called on the requisition of either the; President, the Honorary Secretary, or any two of the Committee members. Any such meeting so requisitioned shall be held within seven (7) days of the receipt of such requisition.

l. **QUORUM FOR COMMITTEE MEETINGS**

(i) At any Committee Meeting three persons present one of whom must be the President or Vice-President shall constitute a quorum and the Chairman shall in case of equality of voting have a deliberative as well as casting vote.

- m. Any casual vacancy occurring in the Committee during the year may be filled by the Committee
- n. Any member of the Committee absent without leave from three consecutive meetings of the Committee shall forthwith vacate his seat.

10. POWER AND DUTIES OF COMMITTEE

- a. The Management and control of the affairs of the Association should be vested in the Executive Committee who may exercise all powers and do all acts and things which may be exercised or done by the Association and which are not expressly directed or required to be exercised or done by the Association in General Meeting.
- b. In addition, the Committee shall have the following powers and duties:-
 - Engage, control and dismiss Association servants and paid officials’.

- To enter into all such negotiations, contracts and agreements in the name of and on behalf of the Association as the Committee may think expedient for the purposes of the Association.
 - To invest funds of the Association in real or personal property in such manner as the Executive Committee may think fit.
 - Select persons to represent the Association either as administrators or officials or competitors.
- c. To consider and adjudicate on any apparent infringement of the rules of the Association.
 - d. CTRA Executive set punishments for technical infringements the same as for fuel e.g. electronic ignition, oversize engine, incorrect wheels etc
 - e. To settle any question which may arise and which is not specifically provided for in these rules.
 - f. To regulate its own affairs in such manner as it may deem fit.
 - g. The CTRA Executive can request that an affiliated clubs CTRA Executive Member can be replaced if they are deemed not to be working in the best interest of their members, club or CTRA.

11. SUB COMMITTEES

- a. The Executive Committee shall have the power to nominate the delegates of member bodies to subcommittees for any specified purpose it may deem necessary. Sub-committees shall periodically report their proceedings to the Executive Committee and shall conduct their business in accordance with the directions of the Executive Committee. No such sub-committee however shall have control over the expenditure of the monies of the Association except insofar as the same may from time to time especially to be given them by the Committee. The Executive Committee may at any time make any alterations to the personnel of such sub-committee as it may deem fit.

12. FINANCIAL, ANNUAL REPORT AND AUDIT

- a. The financial year of the Association shall end on the last day of June in each and every year.
- b. A report of the year's activities and an audited statement of Receipts and Payments shall be prepared by the Committee for presentation to the next Annual General Meeting.
- c. An Honorary Auditor for the current year shall be appointed at every Annual General Meeting. The Committee may appoint the Honorary Auditor if the Annual General Meeting omits to do so.

- d. The Association shall have the power to open and operate any Bank Account or Accounts at the discretion of the Committee and any such accounts may be operated upon, the cheques and other withdrawals signed and/or endorsed by such persons as the Committee may from time to time decide provided that the Committee may in particular authorise one person to endorse cheques to be paid to the credit of any Bank Account of the Association.

13. COMMON SEAL

- a. The Committee shall provide a common seal for the Association and they shall have power from time to time to destroy the same and substitute a new one in lieu thereof. The common seal shall be kept by the Secretary and shall be used only when directed by the Committee and for the purpose of executing documents shall be affixed in the presence of two (2) member of the Committee.

14. BORROWING POWERS

- a. The Association may at the discretion of the Committee raise or borrow money upon any mortgage or debentures or other security charging any of the real or personal property of the Association or any part of parts thereof and the Association may borrow any money either by way of overdraft or otherwise without security at the discretion and upon such terms as the Committee may from time to time decide.

15. BY-LAWS

- a. The Committee shall have the power to make, alter or repeal such by-laws as it may think fit for the well being of the Association and the decision of the Committee on all questions shall be final and binding unless and until set aside or varied by the Association in General Meeting. The Committee shall have the power to delegate all or any or portion of its powers to any sub-committee's person or persons as the Committee in its sole discretion may deem fit.

16. USE OF FUNDS

- a. No profit or other funds of the Association shall be used or made available to be used for private pecuniary profit of any individual member either during the active life of the Association or on dissolution.

- b. No pecuniary interest shall be derivable by any member or member delegate from the operations or property of the Association otherwise known as an employee of the Association.

17. WINDING UP

- a. Upon the winding up of the Association its assets (if any) shall be realised in such manner as the Committee may decide and after satisfaction of all debts and liabilities any surplus proceeds shall be paid to any other club or body having for its objects as a carry on of some form of motor sport activity to be used for the general purpose thereof, such club or body to be determined by a majority of members of the Association at the time of dissolution.



RULES GOVERNING THE CONDUCT OF SPEEDWAY MEETINGS AND GENERAL RULES

18. TRACK LICENCE, PERMIT, STRUCTURE SPECIFICATIONS

18.1 Track Licence:

To be able to conduct speedway racing each Affiliated Club track is required to be issued annually with a 'CTRA Track Licence'. Prior to the commencement of each racing season a CTRA Chief Official or Assistant Chief Official will visit and physically inspect each Club track. If the track conforms to the current structure specification requirements then the Official will on behalf of CTRA, issue a track licence.

- a) No track licence will be deemed to be valid until such time that the CTRA Secretary/Treasurer has received from the Club, all associated fees payable.
- b) A track licence is not transferable unless any such transfer application has been approved by the CTRA Executive Committee.
- c) The CTRA Executive Committee has the right to decline, withhold, or withdraw a track licence if it is determined that a Club is in breach of CTRA rules, or if a Club is considered not to be capable of conducting race meetings in a disciplined and safe manner, or if a Club's Management activities are considered to not be conducive with the best interests of the sport, CTRA or other Clubs.
- d) No race meeting or official practice will be conducted by a Club on a track not licenced by CTRA.
- e) A Club is required to hold a minimum of one official practice prior to any Club race meetings taking place.

18.2 Track Meeting Permit:

All race meetings also any official practice and other such events held at a Club CTRA licenced track require that a "Meeting Permit" be issued by CTRA to enable the event to occur.

- a) Seven days prior to each event an application for a permit will be made by the Club Secretary to the CTRA Track Steward who on behalf of CTRA will issue same.
- b) The permit fee is to be paid to the CTRA Secretary/Treasurer on the date that the permitted event is held. No fees will be refunded. A permit can be reallocated to another date in the event of a "rainout" without any additional payment.

18.3 Track Structure Specifications:

18.3.1 Track Dimensions:

A basic clay surface oval will form the actual dirt racing track and its dimensions will be;

Length: 250 metres minimum up to 1000 metres maximum (measured 1 metre out from the pole line)

Width: straights 10 metres minimum, corners 12 metres minimum

nb: it is recommended that each of the track bends, corners 1-2 and 3-4, be banked on a gradient of 8 degrees(approx) from the pole line up to the outer track boundary

18.3.2 Track outer wall:

An outer track 1 metre high safety wall constructed of, reinforced concrete or clay or tyres or armour-guard or a combination these materials which will run the full circumference of the outer track with its curvature being the same or similar to the pole line.

18.3.3 Track Outer Safety Catch Fence:

In all viewing areas a safety catch fence constructed using steel or wooden posts, wire rope and steel meshing is to be built above or behind the track outer wall.

Fence posts:

- the fence posts can be: rail irons/ heavy steam pipe 10cm min diameter or steel box section 10cm x 7.5cm min or heavy duty steel "I beam" 15cm min or round wooden posts 20cm diameter min
- the height of the fence will be a min of 2.5 metres above the track surface and will be above or at least 50cm back from the track outer wall
- the underground depth of the posts will be 1.5 metres and they will be set in concrete
- the spacing between posts will be a maximum of 8 metres

Fence Ropes:

- the wire ropes will run the full length of the fence, they will pass through or be attached to the track side of each post and they will be securely anchored into the ground at each end of the fence
- there must be a minimum of 3 wire ropes and they will be at least 22mm in diameter
- the wire ropes are to be evenly spaced (80cm maximum) from the bottom to the top of the post with the bottom rope being no more than 50cm above the ground and the top rope no more than 10cm maximum down from the top of the post

Fence wire mesh:

- galvanised wire mesh (deer fencing or similar) will be attached to the track side of the fence and will run the full length of the fence
- the mesh wire will be a minimum of 2mm diameter and the mesh open space will be a maximum of 17cm x 30cm, (recommended that meshing open space be 15cm x 15cm)

- the height of the mesh fencing should be from the ground level to the fence top wire rope location

18.3.4 Spectator Barrier Fence:

A permanent spectator barrier fence will be constructed and located behind the safety rope catch fence at all viewing locations around the track.

- such structure will be a minimum of 1 metre in height and it will be positioned a minimum of 1 metre back from the catch fence
- posts of this fence should be set in concrete 50cm into the ground with the spaces between the posts not exceeding 2 metres
- the barrier fence may be constructed using wooden or steel posts and railings with a timber top plate and may be clad in palings or wire mesh

18.3.5 Pole line:

The track pole-line is required to be clearly defined/ indicated and must remain visible to both Competitors and Referees at all times during each race.

- It can be indicated by way of a continuous concrete strip running the entire distance around the track which will be at least 30cm wide, level at both edges with the infield and track heights, and may have a rounded off top surface reaching no higher than 10cm at the centre of the strip's width.
- Another option would be to use upright (60cm high minimum installed) white plastic road edge markers or white painted semi-rigid plastic tubing lengths being placed into the ground along the pole line the entire distance around the track, with the spacing between such markers being a maximum of 4 metres around the corners and 8 metres along each straight.
- Using a combination of both of the above marker types is allowed.
- A Club may submit requests to CTRA Executive for approval to use a different pole line marker type other than what is described above.

18.3.6 Track Infield: (Restricted Zone)

The infield area grass must be mown to a low level for race days and only essential vehicles, machinery and personnel will be allowed to be out on the infield area during racing.

- all infield area vehicles/ machinery will be located at least 20 metres in from the pole line
- any infield advertising signage will be collapsible, be no higher than 1 metre and will be located 20 metres in from the pole line
- any personnel required to be located on the infield who are not contained within a vehicle will be located within an approved re-enforced 1.5 metre high concrete bunker, 12 metres in from the pole line
- no photographers or media personnel are to be allowed access to the infield

18.3.7 Pit Gate:

All track/pit access areas must be closed off by security fencing and a pit gate so as to stop any entry or exit by vehicles or persons during the running of a race. Any entry/exit chutes will be a minimum of 10 metres long and will also have a suitable security gate installed which will be closed off during a race. The total chute area will be a no-go viewing zone.

- a pit gate will be hinged and will be the full width of the opening between the two gate posts and must be the same height as the top of the track wall or a minimum height of 1 metre, it will also be flush with the track wall
- the gate will be manufactured using steel pipe 7.5cm min or steel box section 7.5cm x 7.5cm min for the outer frame also 5cm diameter pipe or 5cm x 5cm box section for the centre railings and centre frame support stays, if necessary **vertical** wooden planking 5cm minimum thickness 20cm width can be attached to the track side of the gate
- when closed, heavy lock pins and/or steel chain will lock and secure the gate to the gate posts
- the two gate posts will be concreted a minimum of 1 metre into the ground be 1 metre high and can be 20cm x 20cm steel "I" beams or 20cm HD thick wall round pipe
- because of the weight of the pit gate it should have a pneumatic jockey wheel permanently attached to the unhinged end of the gate
- in access chutes a security gate similar to a farm gate will be installed, same will be located at least 6 metres back behind the outer track circumference line

18.3.8 Pits:

An adequately sized pit area will be located adjacent to the track and where possible it will be defined by a fence and gate structure.

- running water, toilets, changing shed, will be located within or adjacent to the pits
- multi-hazard warning signs will be erected at all pit entry locations also at the "Dummy Grid" area
- a fire extinguisher station will be located in a central pit location
- a concrete or sealed (6 metres x 4 metres – minimum) scrutineering check pad, will be located within the pits

18.3.8 Track Illumination:

For night racing, track floodlights will provide Competitors and Officials with adequate 200 lux lighting vision around all areas of the track, including the track entry/exit areas also the pit areas. (no area of the track may be less than 100 lux). All lighting poles must be located at least 3 metres back behind the safety catch fence. No track lighting poles are permitted to be located on the in-field.

18.3.9 Race Control Lights/Flags:

Night Racing:

A minimum of 4 sets of yellow red green lights will be installed on or above the outer track wall at these 4 locations

*at the entry to corner 1
at the entry to corner 3*

*at the exit of corner 2
at the exit of corner 4*

Daytime Racing:

A minimum of 4 sets of yellow red and green lights located above the track outer wall, or four Flag Marshalls who will be positioned behind the safety catch fence to display yellow red or green flags, will be located at;

the entry to corner 1
the entry to corner 3

the exit of corner 2
the exit of corner 4

nb 1: the Starter can be a substitute for the Flag Marshall normally located at the entry to corner 1

nb 2: all lights should be fitted with LED bulbs

18.3.10 Starters Platform:

A Starters platform will be located at a height of at least 1.5 metres above the track surface, directly above the outer track wall and in line with the start/ finish line.

- all of the platform area on the track side of the catch fence will be contained within a robust 1200mm high steel fence with at least one steel centre rail, manufactured using 75mm diameter steam pipe (or similar)
- access to this trackside platform will be via an opening space in the safety catch fence which must not exceed 1 metre wide and 80cm high
- the platform will have a built-in flag rack, to accommodate the race day storage for a minimum of 6 flags

18.3.11 Flag Marshalls Platform:

A platform for each of the Flag Marshalls will be stationed behind the safety catch fence in the locations as are detailed in clause 18.3.9 above.

- it will be at a height of at least 1.8 metres above the track surface
- to enable a flag to pass through the fence to be displayed to the Competitors, the platform will be adjacent to an opening in the catch fence mesh which will be a maximum of 40cm wide x 60cm high
- the platform will have a built-in flag storage rack capable of containing the required number of flags

18.3.12 Referee's Viewing Facility:

An enclosed structure or structures providing Referee's with unobstructed viewing of the track will be located behind the safety catch fence.

- the floor area will be of a size so as to be capable of accommodating up to three referees
- the structure will be a minimum height of 1.8 metres above the track surface
- any track light controls will be contained within this structure and will be controlled and operated by the Head Referee

18.3.13 Lap Scoring Facility:

A covered structure of a size to suitably accommodate 3 x Lap Scorers, their writing bench and seating, will be positioned at least 1 metre behind the safety catch fence.

- it will be in a direct line with and provide clear viewing of, the start/ finish line
- the floor level of the structure will sit at least 2 metres above the track surface level
- any digital/electronic lap timing system will also be contained and operated from within this structure

18.3.14 PA System:

The PA Announcer will be provided with a suitable sheltered facility to enable them to undertake their role. Same will contain the system control box and will also have chairs and a writing bench in place.

It is recommended that as well as speaker units directing communication to the public areas that there also be speakers located in the pit area to enable communication with Competitors.

18.3.15 Communication:

It is recommended that During a race day it is necessary that communication be maintained by all CTRA Track Officials also Volunteer Support personnel.

Two-way radio communication is an economic and efficient tool to be utilised and to be supplied to all race day official personnel.

18.3.16 Spectator Facilities:

It is recommended that the Spectator viewing facilities and all public walkways provided be adequately designed and of sound construction.

These areas must be maintained on-going in a structurally sound, clean and tidy, safe condition.

19. INSURANCE

- a. The promoter must keep indemnified the Association and its successors in tile against all actions, claims, proceedings and expenses which may be brought or made against it by taking out Public Risk and of the premiums

Property Damage Insurance and pay all premiums in respect thereof as and when they fall due.

- b. The promoter must produce to the Executive Committee of the Association evidence in respect of the payments of the premiums of the aforesaid policy. No meeting permit will be issued if such insurance cover lapses.

20. OFFICIATING COMMITTEE

- a. Racing on Association member's tracks is to be controlled by a panel consisting of sufficient members to perform the functions as prescribed in Rule 23 hereof. Such panel will be elected or otherwise appointed to control each meeting and adjudicate the rules of the Association.
- b. The Promoter or executive at each facility is responsible for overseeing the election of the required Officials. The nominations and elections are to be made by licensed competitors through their competitor Individual organisation (Clubs).

In the event that the competitors fail to provide the nominations for the Officiating Committee to the promoter of the track prior to the first day of August in any year, then the promoter (or Executive) must call a compulsory meeting of competitors with fourteen (14) days via public notice in a regional newspaper. The promoter must act a Chairman with a casting vote to break a deadlock. In the event that the required numbers of officials' are not obtained at such a meeting then the promoter may nominate the additional members required.

- a. No meeting permit will be issued to any track that has not notified the Executive Committee of the Association of the members of their Officiating Committee.
- b. The meeting permit will be issued by the Steward who will be a member of the Officiating Committee appointed to act for and on behalf of CTRA.
- c. It is the responsibility of the promoter to provide facilities and equipment for the efficient functioning of the Officiating Committee. In the event that such facilities and equipment are not to the satisfaction of the Officiating Committee, official notification will be given to the competitors at their briefing that the meeting is to be conducted without recourse to the procedure for disputing refereeing decisions.
- d. No Championship event will be conducted without such facilities and equipment functioning to the satisfaction of the Officiating Committee.

21. COMPETITOR ELIGIBILITY

- a. All competitors local and international must hold a current competition licence issued by the Association to be eligible to compete at a CTRA Licensed Oval Racing Track. Competitors must hold either:-
 - (i) One Day Licence issued for a specified event or series of events on one programme. (A two day programme may be classed as one meeting or specified event, e.g. Easter Nationals).
 - (ii) A Season Licence which remains valid from the date of issue until the last day of the current race season.
 - (iii) A competitor must be a current member of a CTRA Affiliated club to apply for a season licence
- b. A Competitor Licence may be issued to a person who:-
 - (i) Can produce a signed medical declaration from a qualified medical person if required by the Committee.
 - (ii) Can produce proof of age if so requested. Any person under the age of 18 years at the time of application must produce a written parental or guardian's consent, witnessed by a J.P., Solicitor or to be known personally by the CTRA steward. The qualifying age will depend upon the class of vehicle the competitor intends to drive and at what level of competition the competitor intends to enter. The Executive Committee may grant the issuing of a license suitably endorsed as to any restriction considered suitable.
- c. Drivers under the age of 18 years are NOT permitted to carry any passengers unless they are an approved mentor by the club steward.
- d. A Youth Driver must be a minimum age of 16 before competing in any adult Class. This may be reduced by applying to the CTRA Executive for dispensation.
- e. Youth Standard Class; Age 12 to 16 years. Vehicles permitted to race in this class are standard "C - Class Saloons" and "Production Saloons" only.
- f. A Driver cannot start racing until they have reached their 12th birthday.
- g. If a Driver turns 17 after the 1st January during the current race season then they will be permitted to complete the season in the Youth Standard Class.
- h. A Club Youth Mentor program will be put in place by each CTRA Club to oversee the level of skill and ability development of Novice Youth Drivers. This program will require that the Mentor assesses the Drivers **ability at a practice event and then** prior to them taking part in any competition racing, when they will race at the back of field for at least their first four races or until their Mentor is satisfied that they are race ready.

- i. A Novice Youth Driver will have a sign attached to the rear of their vehicle which will be 300x300 (min) in size and will be of a white background with a red cross. This sign is to indicate to other drivers that they are behind a Novice Driver who can only be overtaken on the outside.
- j. Youth Ministocks - Age 10-16yrs, 10-12yrs (B Group) under mentor program and at the promoter's discretion can move to (A Group). If driver turns 17 after the 1st January of the current race season then he/she is eligible to complete the season in that grade
- k. Kwikids and Quarter Midgets - Age 7 – 15 years. Kiwi Kids can start racing when they have reached their 7th birthday
- l. If a driver turns 16 after the 1st of January during the current race season then he/she is eligible to complete the season in that grade
- m. The promoter can refuse membership (or entry to an event) of a competitor, if the promoter deems it necessary.
- n. Where a licensed competitor is suspended, expelled or refused membership by their licensing member. The CTRA licence is also be deemed to be suspended. The Licensed competitor shall be entitled to appeal the suspension of the CTRA licence. Such appeal shall be heard by the CTRA Executive Committee within fourteen (14) days of receipt of the appeal. The decision of the Executive Committee shall be binding on all parties for the balance of the CTRA licence year. (ie. is only to appeal a members CTRA licence, not their Club membership).
- o. A licence can be suspended until they have a current membership of another affiliated Club
- p. Licence fees will be set by the Association at the associations AGM.
- q. Any licensed competitor who has received hospital or medical treatment may be requested to furnish a medical certificate from a qualified medical person attesting to the competitor's state of fitness to the satisfaction of the Committee prior to resuming competition.

22. VEHICLES

- a. All vehicles competing on oval racing tracks licensed by CTRA must conform to the specifications as detailed in the Association "Rules Governing Vehicle Types".
- b. A promoter or promoting Club may run classes not covered in the Associations 'Governing Rules.
- c. Compliance with the specifications and the safety of the vehicle is at the sole discretion of the Official Scrutineer (or delegated deputies). The decision of the Official Scrutineer is final and binding on a competitor and the Official

Scrutineer has the power to scratch any vehicle without recourse being available to the competitor except in issues relating to engine capacity.

- d. Any Vehicle involved in an accident must be re-scrutineered prior to running again, at the discretion of the Official Scrutineer.
- e. A competitor has the right to protest the specification and configuration of a vehicle against which they race (see rule 32).
- f. A class outside of the CTRA rulebook must have an official governing body or it cannot be run without the approval of the CTRA executive.

23. MEETING OFFICIALS

- a. Prior to the commencement of the season, promoting or executive members must elect or otherwise appoint a panel of officials to implement and adjudicate over the rule relating to the conduct of meetings. The names of the officiating panel must be lodged with the Association prior to the start of the respective season.

- Head Referee
- Assistant Referee No.1
- Steward
- Clerk of the Course
- Official Scrutineer

- b. **REFEREES**

The Head Referee may second other persons as agreed between himself and the competitors at any meeting where his appointed assistants are unable to be present. The Head Referee may promote an assistant to deputise as Head Referee at times when he (the Head Referee) is not available.

- c. **STEWARD**

A suitable qualified person will be appointed to the panel to act as Steward. The duty of the Steward will be to issue permits on behalf of the Association, ensure that competitor's licences are valid, that the various appointed officials are carrying out their duties in accordance with the rules. He/she will ensure that safety standards are maintained.

The Steward will act as an agent of the Association It will be the duty of the Steward to train and instruct, where necessary, the appointed officials.

The meeting Steward has the power to have excluded from the venue, without recourse, any competitor, an official or crew member partaking of or considered to be suffering from the effects of drugs or alcohol.

Any safety concerns to be reported to CTRA immediately (within 24 hours).

Duties of a Steward at any time

- a. Ensure competitor licences are valid.
- b. Ensure that Scrutineering take place according to the regulations.
- c. Ensure that all race reports, title results are forwarded to the CTRA Office within 48 (forty eight) hours. In case of a serious incident, within 24 (twenty four) hours. Legible Electronic version allowed. Hardcopy must follow within fourteen (14) days.
- d. Forward all reports to the CTRA Secretary within three days of the Race Meet. Legible Electronic version allowed. Hardcopy must follow within thirty (30) days

Duties of a Steward before a meeting

- a. Be in attendance at any practices and meetings.
- b. The Steward must take steps to ensure the safety of the public in general. They can prohibit a driver or vehicle from taking part in a meeting, which in their opinion would constitute a danger to the public.
- c. Oversee scrutineering requirements.
- d. Checking of drivers apparel and safety equipment

Duties of a Steward during a meeting

(a) The Steward may declare a race or meeting concluded or completed, if in their opinion it would be unsafe for it to continue or is in breach of CTRA rules. They will consult with the Clerk of the Course prior to making the decision.

Duties of a Steward after a meeting

- a. To ensure that the following are forwarded to the CTRA office within three days of issuing or receiving:-
- b. All medical reports.
- c. Report to the CTRA Office in detail, any accident or incident requiring a competitor, official or member of the public needing treatment or admittance into hospital. Report as soon as possible to CTRA secretary.
- d. Stand-downs
- e. Ensure race reports are completed and signed by Referee.

d. CLERK OF THE COURSE

Clerk of the Course is responsible for the programme organisation and running. He or she is responsible for the conduct of the public, organisation in the pits including the behaviour of the competitors and crews (but not

over competitors when racing) and ensures smooth running of events and the presenting of prizes, trophies etc.

e. **OFFICIAL SCRUTINEER**

Each track will appoint an Official Scrutineer. The Official Scrutineer will be responsible for checking of all vehicles in accordance with the Association rules. Where a number of different classes are run, the Official Scrutineer may, at his discretion, appoint suitable assistance, but remain responsible for the decisions made by such assistants.

- f. The Official Scrutineer at a meeting or official practice is responsible for the compliance of competitors to safety standards and may exclude any competitor deemed not to be in accordance with these safety requirements. *(see General Rules)*
- g. Scrutineer to record in vehicle log book, date and location of 'Comprehensive Vehicle Check (Green Sheet) and every race check there after.

24. DUTIES OF REFEREES

- a. The meeting referee is solely responsible for the conduct of the racing. The role of the reserve referee is to deputise for the meeting referee when the latter is involved in dispute proceedings or becomes incapacitated.
- b. The meeting referee is to hold a briefing of competitors prior to the first race to inform competitors of all relevant and special vehicle specifications and rules, race programme and format for the meeting.
- c. The meeting referee is solely responsible for starting and declaring the finish and the results of all races and is the only person who may initiate the black flag.
- d. The meeting referee has the power to relegate a competitor in any event, to exclude a competitor from one event, to fine a competitor to a maximum amount equal to \$50.00 and to refer a serious offence to the refereeing committee for the setting of a penalty.
- e. All Refereeing Penalties and medical stand-downs must be recorded in the members CTRA Licence.
- f. Only a unanimous decision of the referee and the refereeing committee can result in a competitor being suspended from racing.
- g. Referring Committee will consist of; Head Referee, Second Referee, Clerk of Course or/and any person/evidence the Head Referee feels maybe able to assist. (i.e. Flag Marshall, video/photo evidence).
- h. All refereeing decisions involving a penalty are to be in writing on sequentially numbered forms supplied by CTRA and must detail:
- The track, date and the race number or time.
 - The referee's name.

- The competitor's name and vehicle identification.
 - The infringement details.
 - The penalty.
- i. At the conclusion of any meeting or official practice session, the referee must prepare a report to be forwarded to the Executive Committee of the Association, detailing all refereeing decisions imposing a penalty and all disputes, objection and protest proceedings.
 - j. Any accident involving serious injury or death to any competitor, driver, official or the persons during the course of any competition, must be reported to the CTRA immediately.

25. PROTECTIVE DRESS AND CRASH HELMETS

COMPETITORS AND PIT CREWS

Refer General Rules

INFIELD PERSONNEL:

- All infield personnel must wear; a NZ Safety/CTRA Official glow jacket or similar during racing.
- All Crash Crew personnel must wear; fire resistance overalls or other approved fire resistance clothing during racing.
- Appropriate footwear, no open toe sandals etc or gumboots.

FIRST AID:

- It is the responsibility of the member promoting the race meeting to ensure adequate first aid help is on hand to attend to injuries both of competitors and patrons.
- This will consist of a minimum of one trained first aid officer equipped with sufficient medical materials to administer first aid procedures.
- It is recommended however, that where possible, a qualified medical personal be in attendance throughout the meeting. (i.e. St John or other trained first aid personal).
- Have on hand a means to call an ambulance. (i.e. cell phone).

CONCUSSION

When a competitor is diagnosed with concussion by a Doctor or Medical Officer the stand-down period from racing is 23 days, commencing from the date of the injury. The concussion must be noted on the competitors licence.

CTRA Secretary must be informed of the competitor's concussion and a medical clearance must be produced from a doctor to the CTRA secretary prior to the resumption of racing.

Where suspicion of a concussion exists, and a competitor refuses or doesn't receive a medical assessment, the Track Steward can issue the 23 day stand-down and the competitor must produce a medical certificate to resume racing.

A competitor diagnosed with concussion can apply to the CTRA Executive Committee to have their stand-down period reduced to an absolute minimum of 15 days from the date of the injury. They will be required to see a doctor and produce a medical certificate from that doctor which will be selected by CTRA (at the competitors cost), prior to a decision by the CTRA Committee

SERIOUS HARM

Where a competitor is removed from the track via ambulance or taken to a doctor, hospital, or to seek medical assistance, will be treated as 'serious harm' the stand-down period from racing is 22 days, commencing from the date of the injury. The incident must be noted on the competitor's licence and CTRA Secretary must be informed of the details around the incident and a medical clearance must be produced from a doctor to the CTRA secretary prior to the resumption of racing.

If a competitor wishes to resume racing before the 22 day period is finished, they must produce medical clearance to do so.

Where a CTRA Referee or Steward considers a competitor requires medical treatment or assessment and the competitor refuses to do so, then the CTRA Referee or Steward can impose a 22 day automatic stand-down.

In the event of a accident that is life threatening or suspected permanent injuries:

- The Police need to be notified
- Protect the scene, if the police require
- Collect all Video and photographic footage from spectators and club photographer.
- The vehicle is to be impounded at the discretion of the CTRA Steward or Referee and taken to a secure area – preferable a registered tow or police yard.
- Vehicle is to be held until all avenues of investigations are completed – Police Serious Crash Unit, Department of Labour and The Circle Track Racing Association of NZ Inc.
- CTRA will obtain an independent vehicle inspection if required
- CTRA will obtain an independent investigation report if required.

- a. **AMBULANCE:** It is the responsibility of the member promoting the race meeting to arrange to have a suitable vehicle on hand to act as an ambulance for the purpose of safely transporting any injured person to a place of treatment, i.e. Hospital or Medical Centre. It is recommended however, that where possible, a fully equipped medical ambulance be in attendance throughout the meeting.

b. FIRE FIGHTING:

- It is the responsibility of the member promoting the race meeting to arrange to have suitable fire fighting equipment available both in the track infield area and in the pit area; sufficient to extinguish any fires that are likely to occur, involving fuel and oil spills (refer to track inspection notes).
- All fire fighting equipment must be displayed prominently for all to see, and that any special instructions required in its use be made available to competitors, crew and officials.
- Proper Fire Extinguisher signs must be placed where fire extinguishers are situated, including the pit areas.
- It is recommended that this equipment be under the control of a properly trained "Crash Crew".
- All infield personnel must wear; a NZ Safety/CTRA Official glow jacket or similar during racing.
- All infield personnel must wear; fire resistance overalls or other approved fire resistance clothing during racing.

26. COMPETITOR AND PIT CREW CONDUCT AND BEHAVIOUR

STATEMENT: *CTRA has a zero tolerance in regard of verbal or physical abuse, wilful damage to property, any threatening aggressive or intimidating behaviour*

- 1) It is an offence for any Competitor crew member and associated persons, Track Volunteer, Affiliated Club Officer or Member, to publish or permit to be published via any media, any comments or statements criticising the CTRA, its Officers or its Officials.
- 2) Whilst in attendance at a CTRA permitted race event at a CTRA licenced track facility all Officials, Competitors, Crew members, Race support Volunteers and all other persons in the pit and track locations will be bound by CTRA Rules and Regulations which will remain in force for that period of time from when the pit gate opens to receive Competitors and their vehicles, from the pit gate opens until 30 minutes after the last race is completed.
- 3) It is an offence for any person or persons to:
 - indulge in any illegal activity
 - off track, engage in the wilful damage of any vehicle or of any property

- verbally or physically abuse, intimidate or threaten any CTRA Official, CTRA Track Official, Competitor, Crew member, Volunteer or any other person
- engage in any activity that would bring the CTRA and/or an Affiliated Club into disrepute

The CTRA Track Steward or CTRA Chief Official may suspend any offending person breaching these rules for a period of up to 31 days and will immediately report same to the CTRA Disciplinary Committee who will decide on any further actions deemed necessary.

- 4) Any Competitor, Crew member, Official, partaking of or considered to be suffering from the effects of drugs or alcohol, may be evicted or excluded for a period of one month from any CTRA permitted racing event by the Steward, Clerk of Course or Chief Official. The CTRA Disciplinary Committee to be notified forthwith and they will decide on any further actions.
- 5) Each Competitor will be responsible for the conduct and actions of all members of their Pit Crew and any other associated persons.
- 6) Competitors and Pit Crew Members must maintain a reasonable standard of dress and must wear shoes or boots within the pit area at all times. Bare feet open toe sandals or jandal's not allowed.
- 7) Competitors will ensure that they keep the pit area that they occupy in a safe condition at all times. Fuel to be safely stored within their drive vehicle or trailer at all times. No smoking within 5 metres of fuel.

Right of Appeal:

Any person penalised for breaching any of the above behaviour rules does have the right to appeal any penalty imposed by a Track Steward, CTRA Chief Official or CTRA Disciplinary Committee and to have their appeal heard and adjudicated by the CTRA Executive Committee. Notice of such appeal must be received in writing by the CTRA Secretary within 7 days following the date that the penalty was imposed and will be accompanied by a payment of a \$300.00 appeal fee. The CTRA Executive Committee must advise the offending person in writing of their decision within 14 days following the receipt of the appeal notification and fee payment.

27. FUEL

See general rules

28. RACING RULES

- a. These rules apply to all classes of vehicles as listed under “Rules Governing Vehicle Types”.
- b. One two minute bell allowed per race.
- c. No deliberate weaving or erratic driving.
- d. No deliberate baulking or obstructing tactics to be used. Racing is to be carried out in a professional and ethical manner, the criteria of which will be at the discretion of the referee.
- e. **STARTS:**
 - Starting procedures are to be as set down by the meeting Referee at the competitor briefing prior to the race meeting.
 - Pace Setting – Single File Starts: Lead car to set the pace, field to maintain Indian file, no hanging back.
 - Multi Row Starts:
 - Outside front row car to set the pace.
 - Inside car to remain behind the front wheel of the pace-setter until ‘Green’ Light or flag been dropped. Field to maintain positions in rows behind lead cars.
- f. **RAINOUT DATES:**
 - All Championships Rainout Dates to be decided at club level
- g. **RERUNS AND RESTARTS:**
 - Any race, excluding contact grades, being stopped prior to the first lap being complete will be completely rerun as a restart in original grid positions
 - Any race stopped after one lap has been completed will be restarted with competitors starting in the positions stated by the Referee.
 - All cars are eligible to start in either a rerun or a restart unless the referee rules otherwise.
- h. **RED LIGHT/FLAG:** all competitors must stop as soon as safely possible. All competitors who took the green light/flag may restart in the position notified by the referee – unless referee rules otherwise.
- i. **AMBER LIGHT/YELLOW FLAG:** The use of amber light/yellow flag:- Slow proceed with caution; single file (i.e. Indian file, directly behind the car in front, no hanging back or out to the side); NO passing until race has been restarted. After one lap completed any competitor deemed to be the cause of a race stoppage or caution will restart at the rear of the field at the discretion of the referee.

- j. **OUTSIDE ASSISTANCE:** Outside assistance is permitted at any time provided it does not delay the start or restart of the event, at the referee's discretion.
- k. **FLAGS:**
- Green: Start of the Race.
 - Red: All competitors must stop
 - Yellow: Proceed with caution
 - Blue: hold line, warning to driver that they are about to be lapped
 - White: Last lap of the race.
 - Black: (can be displayed with a number). Individual competitor is to retire from race.
 - Black: (rolled up): Competitor Warning.
 - Black & White Chequered: Finish

29. PROCEDURES FOR DISPUTING REFEREEING DECISIONS:

- a. A competitor has the right to dispute any refereeing decision involving a penalty and the results declared for a race.
- b. Two levels of recourse are available: They involve the local Officiating Committee members.
 - I. **The first level** of recourse is to lodge a dispute claim with the Referee who will re-evaluate his decision in terms of any information supplied by the competitor and issue a written decision to either; uphold, modify or overturn the initial decision. This dispute claim will be adjudged immediately.
 - II. **The second level** of recourse if the competitor is not satisfied with the decision from the dispute claim is to lodge a formal objection with the Refereeing Committee who in the presence of the Referee and the competitor and a competitor representative will evaluate the Referee's decision and issue a written decision to either uphold, modify or overturn the decision. This formal objection, at the request of the competitor, will be adjudged either during the meeting or on the completion of the meeting.

30. DISPUTE CLAIM PROCEDURE – FIRST LEVEL

- a. If a competitor wishes to dispute a refereeing decision, involving a penalty, or the results declared for a race, he must lodge with the referee a "Dispute Claim" within fifteen (15) minutes of the completion of the race (or the results being posted) to which the refereeing decision relates.
- b. The Dispute claim must include:-

- The facility name and refereeing decision number (if any).
 - The competitor's name and signature.
 - The basis for disputing the refereeing decision.
- c. On receiving a Dispute claim the Referee must immediately re-assess his decision and return the "Dispute claim" to the competitor with his revised decision.

31. FORMAL OBJECTION PROCEDURE – SECOND LEVEL

(Protest against driver or vehicle)

- a. If a competitor wishes to object to a Dispute Claim decision he must lodge a Formal Objection with the Referee along with a fee of \$50.00 within fifteen (15) minutes of the Dispute Claim decision being made public.
- b. The Formal Objection must include:-
- I. The facility name and refereeing decision number (if any).
 - II. The competitor's name and signature.
 - III. The name of the competitor's representative (if any).
 - IV. A statement indicating whether the competitor wishes the Formal
 - V. Objection to be heard immediately or at the end of the meeting.
 - VI. Any protest regarding a fellow competitor or vehicle must include; Competitor Name and Car Number.
- c. The Formal Objection will be adjudged by the Refereeing Committee in the presence of the Referee, the competitor and a nominated representative of the competitor (not being legal council). The decision on the Formal Objection is to be by a majority vote of the Refereeing Committee and is to be officially notified to the competitor in writing.
- d. On receiving a Formal Objection the Referee must assemble the Refereeing Committee at the time indicated by the competitor or at some later time convenient to all parties involved. The competitor and his representative have the right to view available video film of the incident, to address the Committee and to hear the Submissions of the Referee. After hearing the submissions from the competitor and the Referee, the committee has the right to conduct discussion and to vote "in camera".
- e. Should the decision of the referee be overturned with no penalty being laid, the Formal Objection fee will be returned immediately to the competitor; otherwise the fee is forfeited by the competitor and paid to the Association's Appeal Committee Fund.

32. PROCEDURE FOR COMPETITOR PROTEST

- a. A competitor has the right to protest the specification and configuration of a vehicle or a competitor's racing conduct. Such a protest is to be lodged in writing with the Referee within fifteen (15) minutes of the last official race for that grade along with the protest fee. The protest fee is to be \$100.00 for any protest involving engine size or capacity; \$50.00 for any other protest.
- b. For protests involving an engine re-measure the procedure will be as for Procedure for Engine Checks (see rule.33) with the protester liable to forfeit the fee if the protest is unfounded.
- c. For all other protests, the protest will be treated as a Formal Objection with both parties in attendance. (see rule 31)

32.1 To appeal a CTRA suspension there is a fee of \$300.00 attached to any hearing, which will be refunded if the appeal is successful

33. PROCEDURE FOR ENGINE CHECKS

- a. On the receipt of a protest or the Official Scrutineer's ruling requiring an engine check, the engine will be sealed.
- b. If Protest lodged at or during a championship event, drivers to be informed that the vehicle is under protest and to be protected and placings not official until checks complete.
- c. The competitor(s) who utilise any vehicle subject to an engine check will not be eligible to collect any outstanding prize-money won with the vehicle and the vehicle will not be utilised to compete for prize-money or compete in any championship event.
These conditions apply to any facility controlled by a member of the Association and until the engine has been re-measured.
- d. Any engine re-measure required by the Official Scrutineer or under protest will be under-taken by a certified engine rebuilder at a time and place nominated by the-owner/competitor whose engine is the subject of the re-measure and acceptable for the Officiating Committee.

The following persons or their nominee may be present at the re-measure;

- I. the vehicle owner
- II. the competitor
- III. the original measurer
- IV. the person laying the protest
- V. the Official Scrutineer
- VI. a member of the Officiating Committee

The Officiating Committee will be responsible for informing the parties involved of the time and place.

- e. Should the engine conform to the specifications, then the protestor (or Officiating Committee in the case of a check requested by the Official Scrutineer) will be liable to pay reasonable expenses incurred in the re-measure, to the vehicle owner. In case of a protest, the \$100.00 fee will be paid into the Association's Appeal Committee Fund. The protestor may lodge a Formal Appeal against such costs. Any outstanding prize-money will be released.

If the engine does not conform to the specifications, then all outstanding prize-money will be forfeited and the competitor will be subject to an automatic \$1,000.00 fine. The protestor will be refunded the protest fee paid.

34. PROCEDURE FOR PAYMENT OF FINES

- a. All fines are to be paid to the Referee or a nominated member of the Officiating Committee of the facility and an official Association (club) receipt will be issued at the time of payment.
- b. A competitor licence will automatically be suspended if any fines remain outstanding for more than fourteen (14) days. The licence will be reinstated on payment in full of the fine.
- c. All retained Formal Objection and Protest fees will be deposited in to the Association's Appeal Committee Fund which will be used to:
 - Cover expenses associated with appeal hearings.
 - Cover expenses associated with engine re-measures.
 - Make compassionate grants to competitors selected by the Executive Committee of the Association.

35. ASSOCIATION CHAMPIONSHIPS

- a. The race format of the Championship's to be at the discretion of the Race Promoter, to any of the approved formats listed.
- b. RACE FORMATS:
 - Best of three
 - Four rounds drop your worst
 - Three heats and a feature
 - Two heats and a feature
- c. CTRA titles to be run on a rotation system throughout the CTRA clubs, with the approval by the CTRA Executive.
- d. There must be a minimum of six (6) Official entries to run a title race.

e. Points are awarded from 1st to last regardless of whether a car crosses the line to receive the chequered flag. Contact grades not included.

f. The Race Grid Draw of the Championship's to be as follow's;

GRID DRAW CHART

THREE ROUND GRID DRAW

SIX CARS

1	4	6
2	5	4
3	6	2
4	1	5
5	2	3
6	3	1

SEVEN CARS

1	5	6
2	6	4
3	7	2
4	1	7
5	2	5
6	3	3
7	4	1

EIGHT CARS

1	5	8
2	6	6
3	7	4
4	8	2
5	1	7
6	2	5
7	3	3
8	4	1

NINE CARS

1	6	8
2	7	6
3	8	4
4	9	2
5	1	9
6	2	7
7	3	5
8	4	3
9	5	1

TEN CARS

1	6	10
2	7	8
3	8	6
4	9	4
5	10	2
6	1	9
7	2	7
8	3	5
9	4	3
10	5	1

ELEVEN CARS

1	7	10
2	8	8
3	9	6
4	10	4
5	11	2
6	1	11
7	2	9
8	3	7
9	4	5
10	5	3
11	6	1

TWELVE CARS

1	7	12
2	8	10
3	9	8
4	10	6
5	11	4
6	12	2
7	1	11
8	2	9
9	3	7
10	4	5
11	5	3
12	6	1

THIRTEEN CARS

1	8	12
2	9	10
3	10	8
4	11	6
5	12	4
6	13	2
7	1	13
8	2	11
9	3	9
10	4	7
11	5	5
12	6	3
13	7	1

FOURTEEN CARS

1	8	14
2	9	12
3	10	10
4	11	8
5	12	6
6	13	4
7	14	2
8	1	13
9	2	11
10	3	9
11	4	7
12	5	5
13	6	3

14 7 1

FIFTEEN CARS

1	9	14
2	10	12
3	11	10
4	12	8
5	13	6
6	14	4
7	15	2
8	1	15
9	2	13
10	3	11
11	4	9
12	5	7
13	6	5
14	7	3
15	8	1

SIXTEEN CARS

1	9	16
2	10	14
3	11	12
4	12	10
5	13	8
6	14	6
7	15	4
8	16	2
9	1	15
10	2	13
11	3	11
12	4	9
13	5	7
14	6	5
15	7	3
16	8	1

SEVENTEEN CARS

1	10	16
2	11	14
3	12	12
4	13	10
5	14	8
6	15	6
7	16	4
8	17	2
9	1	17
10	2	15
11	3	13
12	4	11
13	5	9
14	6	7
15	7	5
16	8	3
17	9	1

EIGHTEEN CARS

1	10	18
2	11	16
3	12	14
4	13	12
5	14	10
6	15	8
7	16	6
8	17	4
9	18	2
10	1	17
11	2	15
12	3	13
13	4	11
14	5	9
15	6	7
16	7	5
17	8	3
18	9	1

NINETEEN CARS

1	11	18
2	12	16
3	13	14
4	14	12
5	15	10
6	16	8
7	17	6
8	18	4
9	19	2
10	1	19
11	2	17
12	3	15
13	4	13
14	5	11
15	6	9
16	7	7
17	8	5
18	9	3
19	10	1

TWENTY CARS

1	11	20
2	12	18
3	13	16
4	14	14
5	15	12
6	16	10
7	17	8
8	18	6
9	19	4
10	20	2
11	1	19
12	2	17
13	3	15
14	4	13
15	5	11
16	6	9
17	7	7
18	8	5
19	9	3
20	10	1

FOUR ROUNDS GRID DRAW**SIX CARS**

1	4	3	6
2	5	2	5
3	6	1	4
4	1	6	3
5	2	5	2
6	3	4	1

SEVEN CARS

1	4	4	7
2	5	3	6
3	6	2	5
4	7	1	4
5	1	7	3
6	2	6	2
7	3	5	1

EIGHT CARS

1	5	4	8
2	6	3	7
3	7	2	6
4	8	1	5
5	1	8	4
6	2	7	3
7	3	6	2
8	4	5	1

NINE CARS

1	5	5	9
2	6	4	8
3	7	3	7
4	8	2	6
5	9	1	5
6	1	9	4
7	2	8	3
8	3	7	2
9	4	6	1

TEN CARS

1	6	5	10
2	7	4	9
3	8	3	8
4	9	2	7
5	10	1	6
6	1	10	5
7	2	9	4
8	3	8	3
9	4	7	2
10	5	6	1

ELEVEN CARS

1	6	6	11
2	7	5	10
3	8	4	9
4	9	3	8
5	10	2	7
6	11	1	6
7	1	11	5
8	2	10	4
9	3	9	3
10	4	8	2
11	5	7	1

TWELVE CARS

1	7	6	12
2	8	5	11
3	9	4	10
4	10	3	9

THIRTEEN CARS

1	7	7	13
2	8	6	12
3	9	5	11
4	10	4	10

5	11	2	8	5	11	3	9
6	12	1	7	6	12	2	8
7	1	12	6	7	13	1	7
8	2	11	5	8	1	13	6
9	3	10	4	9	2	12	5
10	4	9	3	10	3	11	4
11	5	8	2	11	4	10	3
12	6	7	1	12	5	9	2
				13	6	8	1

FOURTEEN CARS

1	8	7	14
2	9	6	13
3	10	5	12
4	11	4	11
5	12	3	10
6	13	2	9
7	14	1	8
8	1	14	7
9	2	13	6
10	3	12	5
11	4	11	4
12	5	10	3
13	6	9	2
14	7	8	1

FIFTEEN CARS

1	8	8	15
2	9	7	14
3	10	6	13
4	11	5	12
5	12	4	11
6	13	3	10
7	14	2	9
8	15	1	8
9	1	15	7
10	2	14	6
11	3	13	5
12	4	12	4
13	5	11	3
14	6	10	2
15	7	9	1

SIXTEEN CARS

1	9	8	16
2	10	7	15
3	11	6	14
4	12	5	13
5	13	4	12
6	14	3	11
7	15	2	10
8	16	1	9
9	1	16	8
10	2	15	7
11	3	14	6
12	4	13	5
13	5	12	4
14	6	11	3
15	7	10	2
16	8	9	1

SEVENTEEN CARS

1	9	9	17
2	10	8	16
3	11	7	15
4	12	6	14
5	13	5	13
6	14	4	12
7	15	3	11
8	16	2	10
9	17	1	9
10	1	17	8
11	2	16	7
12	3	15	6
13	4	14	5
14	5	13	4
15	6	12	3
16	7	11	2

				17	8	10	1
EIGHTEEN CARS				NINETEEN CARS			
1	10	9	18	1	10	10	19
2	11	8	17	2	11	9	18
3	12	7	16	3	12	8	17
4	13	6	15	4	13	7	16
5	14	5	14	5	14	6	15
6	15	4	13	6	15	5	14
7	16	3	12	7	16	4	13
8	17	2	11	8	17	3	12
9	18	1	10	9	18	2	11
10	1	18	9	10	19	1	10
11	2	17	8	11	1	19	9
12	3	16	7	12	2	18	8
13	4	15	6	13	3	17	7
14	5	14	5	14	4	16	6
15	6	13	4	15	5	15	5
16	7	12	3	16	6	14	4
17	8	11	2	17	7	13	3
18	9	10	1	18	8	12	2
				19	9	11	1

RACE FORMAT

- Race format and condition of Entry; to be posted 28 days prior to the event.
- CTRA only runs Championships for grades affiliated to CTRA

TITLE ENTRIES:

- Entry fee to be refundable after the 1st race. The Promoter to send the out the Entry form to each club at least 1 month prior to meeting. With \$40 entry fee enclosed (as stated on the official entry form).
- Entry to be sent back to the promoter at least 14 days prior to the meeting with the entry fee enclosed. Late entries will incur a \$50 fee payable to the promoter.
- A minimum of six (6) official entries are required to run a title event. If a minimum of six (6) official entries are not received a minimum of fourteen (14) day prior to the event then the event is to be postponed or cancelled.
- CTRA titles to run on a rotation system as approved by the CTRA Executive.

DEAD HEATS:

- There must be no dead heats

- b. Where a dead heat occurs a runoff must take place over 4 laps to determine the winner.

DESIGNATED NUMBERS:

- a. The first three place getters will be allocated the race numbers 1, 2, 3 for the next season.
- a. All competitors must have completed three (3) meetings within the last 12 months on a CTRA sanctioned track to be eligible to compete for a CTRA title. The Club or Promoter, under special circumstances can grant the competitor or competitor's permission to compete that have not competed at three (3) CTRA race meetings within the last 12 months.
- b. All competitors must hold a full CTRA Licence/membership to an Associated CTRA track to compete for championships.
- c. Top four place getters have cars parked in secure area until final placing confirmed to allow for time for any protests to be lodged and vehicle re inspection that may be required.
- d. Eligibility – Vehicle can only run a NZ, North Island or South Island title for the grade vehicle 'Green Sheeted'. (i.e. LTD Saloon can only run LTD title).

36. INDIVIDUAL LICENCE AND VEHICLE LOG BOOKS

- i. Vehicle Log books as approved by and available for purchase from CTRA must be carried by all competitors at all race meetings. Failure to produce a log book or licence will result in a refusal by the Steward to race.
- ii. On vehicle registration a free vehicle log book is issued any replacement within the current race season, will incur a fee of \$10 per log book.
- iii. Log book and competitor licence must be produced and handed to the Scrutineer, Referee, Steward, or CTRA Official on request. **Refusal to produce** and hand over will result in the immediate suspension of the competitor's licence and such suspension will be for a period of up to 12 months maximum, from the date of the offence. The CTRA Secretary must be notified immediately and thereafter (within 14days), the CTRA Executive will determine the imposed period of suspension that will apply and the suspended competitor will be advised accordingly .

37. COMPREHENSIVE VEHICLE CHECK

- a. Competitor's vehicle(s) must have been Green-Sheeted by an approved CTRA tracks Head Scrutineer (or nominated Scrutineer) (and/or another approved Governing

- Body. The date of the Green Sheeting, to be recorded in the drivers CTRA log Book), before a vehicle can enter a track for the purpose of racing.
- b. Classes where their governing body does not require a comprehensive vehicle check must have a CTRA Basic Pre Meeting Check for that grade before entering the track for the purpose of racing.
 - c. Competitor's copy of the Green-Sheeting along with Vehicle Log Book to be available to the scrutineer or referee on request.
 - d. Failure to produce the Green Sheet copy may result a refusal by the Promoters Scrutineer or Referee to race or for the vehicle to be re-green sheeted at a time agreed to by the Promoter Scrutineer or Referee.

38. VEHICLE SCRUTINEERING

- a) No vehicle will be allowed to race unless examined and passed as suitable by the scrutineer at the commencement of each race meeting
- b) At the discretion of the referee and/or steward, any vehicle, involved in a serious crash or roll over, must be re-scrutineered before re-entering the race meet.



GENERAL RULES CARS & DRIVERS

39. OE, OEM AND AFTERMARKET PARTS DEFINITION

- OE Parts -Are parts that must be Original Equipment Parts. Original Equipment parts are used by Automotive Manufacturers in a vehicle when the Vehicle left the assembly factory. All OE parts must have been made under contract by an OEM supplier.
- OEM Parts - must be made by the manufacture of the original part. Removal, alteration or covering of any casting numbers, part numbers, manufacturers name, logo's insignia is not permitted.
- OEM means that the part, dimension and specification must be manufactured for a production road vehicle where the manufacture has production more than 200 of this vehicle.

40. PROTECTIVE CLOTHING AND SAFETY EQUIPMENT

During all races, official and unofficial practices at Association Member facilities, the following protective dress must be worn:-

CLOTHING: All drivers must wear full length, long sleeve, fire-resistant overalls (Recommend space frame & open wheelers wear a **minimum** of double layer race overalls), fire retardant gloves and shoes or boots. It is not recommended to wear flammable/nylon clothing or under garments under fire-resisting clothing. All motorcycle and sidecar competitors must wear attached leather jackets and leather trousers or approved suits, leather gloves and leather knee boots complete with skid shoes or metal slippers securely fitted

HELMETS: An approved helmet must be worn at all times. All helmets to conform to NZ or Australian safety standards. Scrutineer or Steward to make sure all helmets fit correctly. A fire resistant balaclava is recommended to be used by all drivers & passengers.

HELMET PEAKS: Helmet Peaks must be of flexible material and either be permanently attached or attached by a strap, press stud or patent fastening system.

GOGGLES OR FACE SHIELDS: must be worn by all competitors. Face shields must be made of a flexible material and goggle lenses must be of non shattering material such as flexible plastic or safety glass.

NECK BRACE: All drivers & passengers must wear a fire resistant neck brace or restraint. Neck Braces/Restraints are to conform to NZ or Australian safety standards. (Hanz devices or similar safety standard approved allowed).
all non-caged vintage vehicles have the option to wear a New Zealand or Australian approved neck brace.

41. ARM RESTRAINTS

Arm restraints must be worn by the driver (and passenger) if no window net is fitted. Must be made of similar type to the, 'Simpsons Safety Equipment' USA. It will be up to the competitor to see that arm restraints are fitted to the safety harness in such a way that the arm restraints cannot release the safety harness. (Device must be NZ Safety Standard Approved).

42. HEAD RESTRAINTS/NETS:

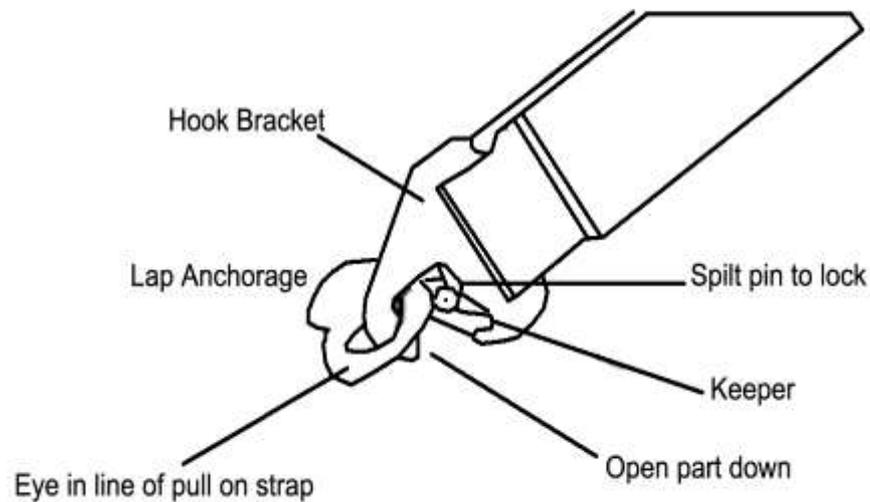
The use of head restraints on the right and left hand side of the vehicle is optional. This restraint, if fitted, must be of webbing type material with a quick release i.e. Jager, Simpson or similar. These head restraints must not be manufactured of any elastic type material.

43. SEAT BELTS FOR ALL CLASSES:

- a. All vehicles must be fitted with an approved quick release full five or six (5 or 6) point harness safety belt. A full harness consists of; 2 lap belts of 75mm minimum width, 2 shoulder belts of 75mm minimum width, 1 or 2 crutch belts 45mm minimum width. All belts must be adjustable; All belts will connect or be part of the quick release mechanism, a device that with one action will release all belts simultaneously. All belts must be securely attached to the structure of the vehicle. Seat belt mounting bolts must be 10mm minimum diameter of certified fastening system supplied by the belt manufacturer.
Optional chest or sternum protection belts and clips are now approved but the fastener must be of a metal quick release type. Plastic fasteners are not approved. Must be approved design by recognised manufacturers i.e. Simpson, Bell, Leaf, Williams. Belts must have an SF1 rating 16-1 tested to a safe working load for webbing and hardware.
- b. All belts must be adjustable and be able to be adjusted. Lap belts must swivel on their mounting points. Shoulder belt mounts must wrap around (wrap over) tubing, the tubing must be 90 degrees to the line of the belt. Wrap around belting must be secured by a 3 bar sliding adjuster of heavy duty construction 75mm for the 75mm webbing, 50mm for 50mm webbing and 45mm for 45mm webbing.
- c. Seat belt webbings must not be twisted.

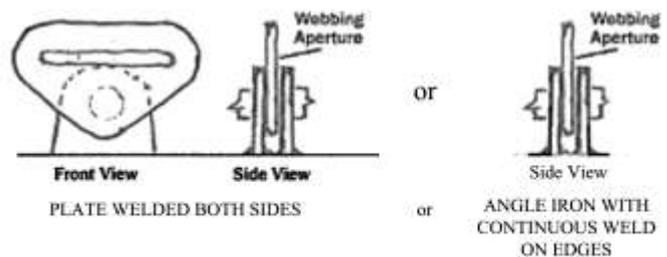
- d. Seat belt webbings must not have any signs of fraying, chaffing, stitch damage, fading or hardware corrosion.
- e. Seat Belts must have manufacturers date label, expiry to be recorded on the green sheet. Belts have a five year expiry from date of manufacture if they do not have a printed manufacture expiry date.
- f. Chain link mountings are NOT permitted.
- g. The seat belt must be worn correctly at all times when the vehicle is in motion (including practice laps, hot laps and wheel packing). The only exception being the grand parades).
- h. Crutch belt or sub-belts anchoring point to provide a direct pull from the quick release mechanism. Crutch Belt should be anchored in line with the chest.
- i. The lap and crutch strap pass over the sides of the seat or through the seat. In order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under NO circumstance must they be worn over the region of the abdomen. Holes may be made in the seat if this proves to be necessary in order to avoid such occurrence.
- j. Seat belts must not pass over sharp edges, at any point where the belt passes through the sides of the seat, the seat edges must be rolled and/or have grommets to prevent chaffing or cuffing of the belt material. Seat belts showing signs of chaffing against sharp edges will be rejected.
- k. Under no circumstances may seat belt be secured to the seat.
- l. The seat belt straps may be wrapped around the safety roll cage or to a reinforcement bar 25mm minimum diameter or bolted to seat belt mounting plates 8mm minimum thickness with corners rounded. Plate mounting holes to be a greater distance than 25mm from the plate edge.

- m. Seat Belt mounting diagram



On fabricated vehicles the seat belt buckles may be bolted to;

- (a) **The structure of the vehicle**, (the structure is deemed as any plate or RHS 3mm minimum, welded on at least two sides) (minimum distance between seat belt mounting hole and unsupported or open edge of structure is 8mm with a maximum distance of 15mm) **or**
- (b) Between two mounting plates 5mm minimum thickness with rounded corners, plates to be spaced to allow the belt mounting hardware to move freely between them

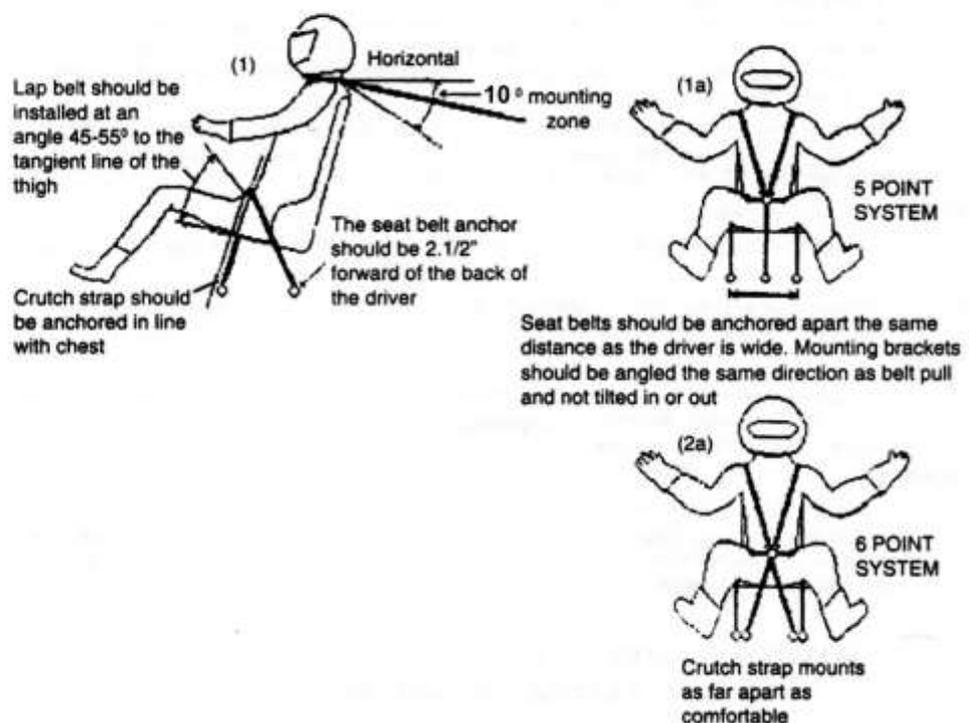


- n. Where eyebolts are used, the eyebolt must be fully mounted, no back spacers permitted. The angle of approach to the webbing must be in line with the eye bolt ring.
- o. Belt mounting clips must have spilt pins fitted.
- p. The shoulder straps must be directed towards the rear, directed downwards with an angle of between 1 degree and 10 degrees to the horizontal from the top of the shoulder, an angle of 10 degrees being recommended.
- q. The belts must be anchored within 250mm of the back of the seat or pass through guides within 250mm of the back of the seat. The mounting points or

guides must be no more than 150mm apart with their centre point 90 degrees to the seat back. Where the shoulder straps pass through the seat, the edges must be rolled or have grommets fitted to prevent chaffing or cutting of the strap material.

- r. It is recommended that a 75mm long leather or webbing toggle be attached to all lever lock seat belt releases (for ease of locating and extra leverage in an emergency).
- s. Cutting, re-sewing of webbing or modifications to hardware is not permitted.
- t. Two belts joining in a 'V' behind the neck to form one strap are not permitted.
- u. Butler, Britax and other automotive safety harnesses where shoulder belts are only looped around lap belts and fastened by a seat belt buckle are not permitted.
- v. To maintain belts in good condition the removal of all belts when washing and storing cars to prevent damage to belts by UV rays, weather or other mishaps is recommended.
- w. Sternum Straps are recommended for all Female competitors
- x. **METHOD OF APPLICATION:** First, tighten lap belts & crutch straps to be certain that it comes across the pelvic area. Secondly, tighten the shoulder harness to the desired tension.

Installation of Drivers Restraint systems



44. SEAT:

- Seat must be welded or bolted into position, with the minimum of 4 bolts to be 8mm grade 5 or better; seats on free moving rollers are not allowed unless bolted back to the floor and roll cage at roof level.
- Vehicle must be fitted with a NZ or Australian approved race seat. (Or steel homemade seat approved by scrutineer(s).
- Fibreglass or moulded seats must have 3mm steel support plate fixed underneath and behind the seat.
- Standard car seats are not allowed.

45. GENERAL:

- In all classes, instrument warning lights to be white, blue or green only.
- Cars fitted with a passenger seat must have the same safety features as the driver (including the drivers side of the car i.e. head plates, side plates etc).
- The use of cellular, radio and/or telephone communication systems with the driver during a race is not permitted.
- Electronic engine RPM counters and limiters are permitted in all classes.

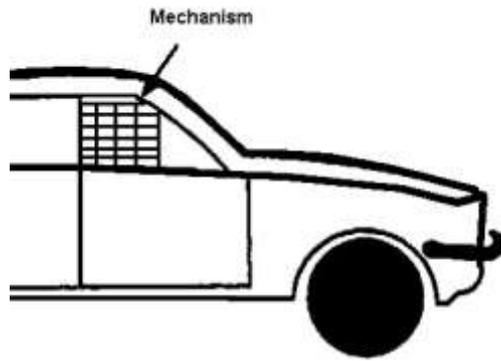
46. WINDOWS:

- Window net to be fitted to the roll cage inside the driver's window (and passenger window if fitted with a passenger seat
- or arm restraints worn if no window net fitted).
- Window nets to be a push-pull system (see diagram), with the release mechanism to be at the top front of the window opening.



Top window net mounting bar to be mounted on the roll cage as per diagram

- The window net must be up and latched while racing or practising.
- FRONT WINDOW** mesh to be a maximum size of 100mm x 100mm diameter squares; minimum 3mm steel, to cover at least half the window screen area in all production type cars – where a passenger seat is fitted mesh must cover whole window. A centre support bar must be fitted to any mesh edge.
Note: the use of steel mesh on side window is NOT permitted.



47. RACING NUMBERS:

- a. Numbers must be displayed (painted or vinyl) on each side of the vehicle between front and rear wheel arches, in contrasting colour.
- b. Numbers to be a minimum height of 300mm x 50mm wide with contrasting boarder (open wheelers to see Grade spec for size and positions).
- c. All racing numbers are compulsory on the roof to be read from the right-hand side of the vehicle.
- d. Number must also be displayed on the rear of the vehicle (to be easily read by following competitor) of a minimum size 100mm x 13mm.
- e. Racing numbers beginning with 0 are not allowed.
- f. Numbers ending with 0 other than 10 are not allowed.
- g. Track identification codes must appear immediately after race numbers, minimum 100mm x 13mm.
- h. First, second, third place getters in a CTRA NZ championship may use relative 1, 2 or 3 from the date won until next championship; the driver's previous number will not be issued to another driver during this time.

48. FUELS:

- a. Fuels are restricted to commercially available products as supplied by New Zealand oil Companies. Fuels are permitted to contain commercially available lubricants as submitted to CTRA for identification and approval.
- b. The addition of Toluene to fuels is not permitted. The addition of material to fuel or intake air to increase available oxygen is strictly prohibited. Such materials include oxygen, nitro's, oxide, nitro methane, nitro propane, propylene oxide and nitro-pane etc.
- c. All fuel is subject to testing at anytime. If fuel is found to deviate from approved fuel specification, it will be considered illegal.
- d. The use of incorrect or blended fuel will result in three months suspension from the date of offence.
- e. **APPROVED FUELS:**

Solo, Sidecar, Open Wheel Vehicles, Modifieds and Super Saloon

the following fuels are permitted;

- Methanol
- Avgas
- Standard pump fuel up to 98 octane
- Ethanol/petrol blended fuel containing up to 85% ethanol
- Fuel grade Ethanol

Standard Production Saloons, Super Production Saloons, B Saloon, LTD Saloon, Streetstocks, and Stockcars

The following fuels are permitted;

- Avgas
- Standard pump fuel up to 98 octane
- Petrol Ethanol/petrol blended fuel containing up to 85% ethanol

C Grade Saloons and Jalopy Street Cars

The following fuels are permitted;

- Standard pump fuel up to 98 octane

Ministocks

The following fuels are permitted;

- Standard pump fuel up to 98 octane
- Ethanol/petrol blended fuel containing up to 10% ethanol

f. FUEL DESCRIPTIONS:

- Methanol/Racing Fuel: .7956 to .7988 @ 15 degrees 106 Motor Octane.
- Petrol/PULP: .7347 to .7695 @ 15 degrees 98 Motor Octane.
- Avgas (Race Gas): .6695 to .6985 @ 15 degrees 100 motor octane.

49. FUEL TANKS/CELLS:

- a. All vehicles will be fitted with one fuel cell/tank. The tank must be fitted with a CTRA approved bayonet type, Screw type or flush mount fuel cap; no radiator type caps are permitted.
- b. CONSTRUCTION: For Production type saloons -1.2mm steel. For Space frame type vehicles - 2.00mm Alloy up to 36ltr. 1.5mm steel or 2.6mm alloy up to 55ltrs
- c. Neck to be no more than 3" (75mm) diameter.
- d. All fuel tanks must be securely mounted.
- e. Fuel tank must have welded seams and fittings and constructed to a professional standard, soldered tanks and fittings are not permitted.
- f. The fuel tank must be located behind the firewall/boot firewall
- g. Pressurised fuel tanks are not permitted.
- h. All 4-wheel vehicles to have a suitable breathing system so that fuel will not escape during a roll over, all grades must be further protected with a fuel air vent

pipe of steel, copper or braided flexible line wrapped horizontally around the tank and extending through the vehicle floor to a distance of not less than 50mm and not more than 200mm.

- i. Fuel vent pipe must avoid inboard disc braking system and be at least 600mm away from exhaust pipes.
- j. The addition of safety foam baffling to fuel tanks is highly recommended. NOTE: the tank will need to be filled with at least 80% foam to be effective.
- k. Fuel tanks must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture or breakage. It is highly recommended that the tank has an adequate supporting structure under the lowest portion of the tank. The structure should follow the contour of the tank and be welded or bolted to the framework of the car. The practice of bolting the tank to the chassis entirely by mounting plates is not recommended.
- l. With a minimum of one 8mm (5/16") bolt, the fuel cell mounting bar can extend outside the width of the tank and attach to lugs on the roll-cage verticals or alternately, only be the width of the tank mount on lugs attached to a tube running between the roll cage verticals on the outer two of the three bolts sandwiching the cell wall. All other fuel cells must be mounted in two 50mm x 3mm steel straps wrapped around the cell.
- m. Vehicles must have an adequate supporting structure under the forward section of the lowest portion of the fuel cell. The structure should follow the contour of the cell and be welded or securely attached to the frame of the car on each side. Open wheel vehicle, must not fit the fuel pick up underneath a fuel cell.

50. FUEL CELLS

- a. Semi rigid crosslink polymer type fuel tanks, also known as fuel cells are permitted in Midget, TQ, Sprintcar, Minisprint, Modified Sprint.
- b. Semi rigid fuel tanks, also known as fuel cells must be fitted with an approved collapsible insert or fuel bladder or fully protected on all sides and the bottom by 1.5mm minimum alloy plate to be known as the fuel can.
- c. It is highly recommended that fuel cell inserts or bladders be replaced every 5 years.

51. FUEL CELL MOUNTING

- a. Fuel cells must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture and breakage. There must be no bolt heads inside the fuel cell that can rupture the cell.
- b. Fuel cells must not be mounted to the chassis, utilising any portion of the access plates or the nut plate bonded into the fuel bladder if fitted.

- c. For vehicles using a semi rigid fuel cell tail tank, the front face of the cell must be mounted at the top by a minimum of three (3) 8mm (5/16") bolts through two bars either aluminium or steel minimum 50mm (2") x 5mm (3/16") sandwiching the crosslink polymer cell wall.
- d. At the bottom of the cell on each side a washer or plate 5mm thick (W16") inside the cell minimum of 65mm (2.5") diameter.

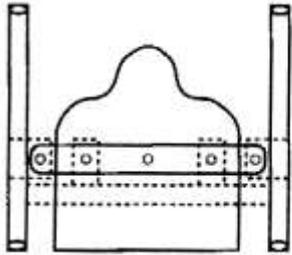


Fig 1.

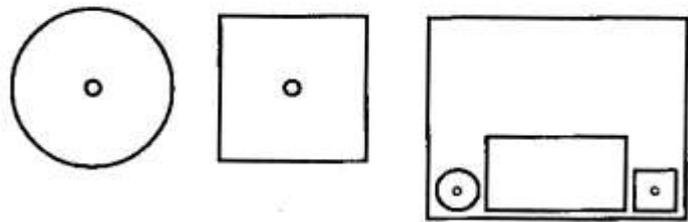


Fig. 2

52. FUEL TAPS:

- a. The fuel line from the tank must be fitted with a shut-off tap
- b. Tap must be securely mounted.
- c. Tap must be in easy reach of the competitor while in the normal seated and restrained position
- d. Tap must be in easy reach of a person outside the vehicle (i.e. must be in reach of driver, pit crew and crash crew).
- e. On EFI cars fuel tap must shut off power supply to fuel pump before shut off valve fully closed.
- f. Fuel tap shall be no closer than 150mm to any electrical component (recommend 300mm ALL new builds after 2015 to be a minimum of 300mm).
- g. Open Wheel vehicles may have the fuel tap handle outside the cockpit.
- h. An additional simple ON/OFF master fuel tap may be fitted as close as practical to the outlets from the tank.
- i. Tap must be clearly marked "ON" and "OFF"

53. FUEL LINES:

- a. Fuel lines must be of steel, copper, aluminium or of flexible construction.
- b. Fuel lines, where flexible, must be of approved flexible fuel grade hose, securely clamped at joints, wire clamps are not permitted.
- c. Plastic, reinforced plastic, nylon, or reinforced nylon fuel line is not permitted.
- d. Armoured, flexible neoprene plastic is permitted where fitted as a standard OEM part.

- e. Approved 'push-lock' fittings and hoses are permitted. (Hose identification #R6).
- f. Fuel lines and return lines must be secured to the chassis at the fuel tap and at intervals of not more than 450mm, return line to run beside main line.
- g. Grommets are to be fitted where fuel lines pass through bulkhead etc. to prevent chaffing.
- h. Refuelling of race vehicle on the track is prohibited.
- i. Fuel filters bowls must be of a metal construction.

ELETRICAL COMPONENTS

BATTERY:

- a. The battery and battery box must be securely mounted inside a 1.2mm minimum steel, 2mm alloy, aluminium box or marine battery box.
- b. Boxes must be fitted with a secure lid.
- c. Battery Box must be insulated from the battery terminals in case of a 'roll over'.

WIRING – must be protected against damage or chaffing and grommets must be fitted when passing through firewalls

ISOLATING SWITCHES –

1. Must be clearly marked 'ON' & 'OFF' in easy reach of the driver while fully restrained and crash rescue teams.
2. Must be mounted a minimum of 300mm from fuel tap.
3. WARNING LIGHTS/INSTRUMENTS – only blue, white or green warning instruments allowed.

IMPORTANT – PLEASE READ

- CTRA and its official helpers will not be held responsible for any accident, damage caused by competitors vehicles.
- It is the competitor's responsibility to have their vehicles in a safe condition before and during racing on the track.
- All licence holders under the age of 18 years must have a Parent or Guardian join the club as a social member. This person is then responsible for the conduct and behaviour of this driver or rider at any sanctioned CTRA track.
- Drivers under the age of 16 are NOT permitted to carry underage passengers.
- NZTA (NZ drivers licence) Licence is not required to hold a CTRA race licence.
- Reference:
 - OEM means original equipment manufacture
 - EFI means electronically fuel injected



**CTRA FEES
2019 - 2020**

TRACK FEES

j.	Track Licence	\$200.00
k.	Track Inspection	\$ 60.00
l.	Race permit per meet	\$ 60.00
m.	Delegate Fee (per delegate)	\$100.00

COMPETITOR LICENCE FEES

a.	Adult Licence	\$ 50.00
b.	Youth Licence (<i>members under the age of 16 years</i>)	\$ 20.00
c.	Single Meeting Licence	\$ 20.00
d.	Passenger Licence (<i>Single Meeting</i>)	\$ 10.00

Fees are subject to annual change



C GRADE SALOON SPECIFICATIONS

ELIGIBILITY:

- a. The car chosen for C Grade must be a standard production model of a type sold new. A minimum of 200 vehicles of that model must have been manufactured. The responsibility lies with the competitor for proof of production.
- b. Where a vehicle is sold with a larger than allowed engine it is permitted to fit a smaller engine of the same configuration, make, model and era (i.e. 2 Litre Cortina may be fitted with a 1600 Cortina Motor).
- c. C Grade may have a maximum engine size of 2000 cc Carburetted (4 cylinder only), or 1600 cc fuel injection. No variable cam timing or lift, e.g. no WTI. VTEC.VVTC. TURBO etc.
- d. Front or rear wheel drive vehicles only.
- e. Right-hand drive, vehicles only.
- f. IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED.

BODY:

- a. Only saloon, station wagon, coupe or hatchback models are allowed.
- b. Soft-tops, convertibles, cars with a removable roof, utilities, trucks, 4WD and four wheel steer vehicles are NOT permitted.
- c. The body must be in a reasonable condition and safe to race in the opinion of the scrutineer.
- d. The only alteration to the body; Inner door panels to allow for easier panel beating
- e. All glass, lights, chrome strips, projecting door handles, metal badges, and any flammable material must be removed with the exception of the internal rear vision mirror.
- f. Original dash may remain.
- g. All potentially dangerous sharp objects must be removed.
- h. Any tow hitch to be cut off at body line of car.

ROLL CAGE:

See roll cages page 88

WINDOW/MESH SCREENS

See general rules

DOORS:

All doors must be welded, bolted or adequately secured.

FIREWALLS:

- a. Are to be fitted to the front and rear, to completely isolate the driver from the engine and the fuel tank.
- b. All holes to be plugged or covered.
- c. All pipes and wires passing through these firewalls to be guarded against chaffing.

BONNET AND BOOT:

- a. Lids must be securely strapped or pinned with approved quick release fasteners.

SEAT:

See general rules

SEAT BELTS:

See general rules

ROLL CAGE:

See roll cages page 83

BALLAST:

- a. Ballast in any form is not permitted i.e. water in tyres', sandbags in boot, filling doors etc.

STEERING BOXES AND RACKS:

Must be original equipment fitted, NO after market quick racks or quick steering boxes.

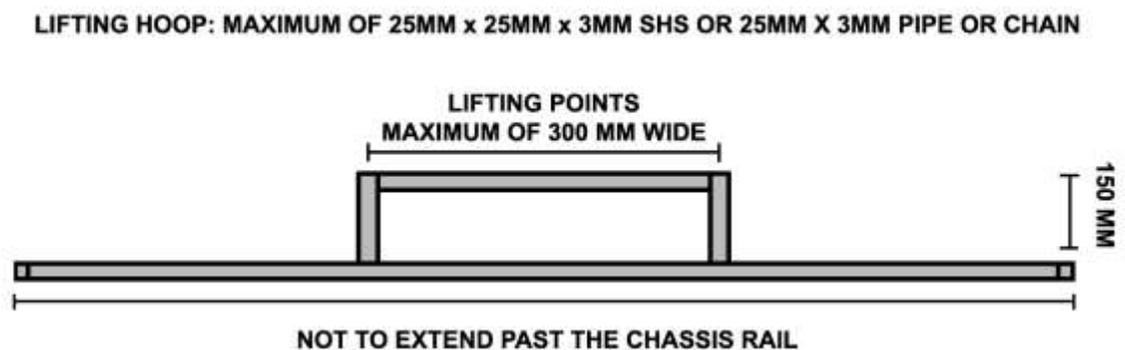
STEERING WHEEL:

- a. Complete wood, wood rim or spoke steering wheels are not allowed.
- b. A quick release steering hub may be fitted to steering wheel.

BUMPERS:

- a. Both front and rear bumpers must be fitted (must be of car variety) and must not be reinforced, apart from one 40mm OD Pipe or RHS behind the original bumper. The pipe must not extend past the chassis rails.
- b. Bumpers must follow the line of the OEM bumper.

- c. A tow hitch/lifting point must be fitted front and rear.
- d. Radiator protection hoop of max. 25mm pipe may be fitted no more than 150mm above the bumper and no wider than 300mm (must no extend past the chassis rails). All steel work to have ends capped.
- e. Maximum of two mounting points.
- f. Bumpers must be mounted in original mounting position.
- g. OE Bumper beam for the make and model of that vehicle is allowed



MOTORS:

- a. Only standard motors as factory fitted to that make and model are allowed.
- b. Motors and gearboxes must be in the original position.
- c. Motors may be solid mounted.
- d. Fuel injection is permitted but must be factory fitted.
- e. No forced induction permitted.
- f. Motor may be balanced, but no modifications are permitted unless specially mentioned elsewhere in these rules.
- g. Specifically there shall be no lightening of flywheels or any parts, porting and polishing heads, conrods etc, stroking of cranks or piston alteration.
- h. Crankshafts must be original specifications for that motor and vehicle.
- i. No variable cam timing or lift, e.g. no WTI. VTEC.VVTC, TURBO. etc. engines
- j. Only OEM free flow exhaust manifold or extractors allowed.
- k. The exhaust must extend under the car past the rear of the driver's seat. It must be securely fastened and fitted with a muffler, not allowed to exceed 95 decibels.

COOLING FAN:

1. Fan may be replaced with an electric fan if wished.
2. Fan must be wired through the vehicles main "Kill Switch".

RADIATOR:

1. The radiator must be fitted in the original position.
2. The driver **MUST** be protected from scalding should a leak or burst occur.

3. A larger radiator may be fitted.
4. All joints or rubber fittings in the piping and the radiator itself must be shielded from the driver.
5. Over flow pipe to be below floor level

ELECTRICAL COMPONENTS:

- a. **BATTERY:**
see general rules
- b. **ISOLATING SWITCH:**
See general rules
- c. **WIRING**
see general rules

STARTER/IGNITION:

The vehicle must be capable of being started by the driver while fully restrained.

FUEL:

No mixing of fuels allowed, only standard octane fuel permitted up to 98 octane

FUEL TANK:

See general rules

FUEL LINES:

See general rules

FUEL TAP:

See general rules

SUSPENSION, WHEELS AND TYRES:***SUSPENSION:***

1. Must be as originally fitted to the vehicle, including sway bars. Alteration of caster and camber angles is allowed but only original parts may be used.
2. All suspension and shock mounting positions must be in original positions, different springs may be fitted (lighter or heavier).

WHEELS/TYRES:

- a. Must be of original standard size with the exception of the front which may have an 8mm minimum centre or 6mm reinforcing plate welded in option. Or manufactured pressed rim.
- b. The wheel centre must remain as close as possible to the original position.

- c. Factory fitted OEM alloys allowed, or equivalent steel rims – no after market mags allowed. Maximum 205 tyre not exceeding more than 50mm from the original body-line of the vehicle.
- d. No widened, larger, smaller or after market rims are permitted.
- e. Rims must be fitted to the car in the original position.
- f. No packing out of the rim or brake drum is permitted.
- g. No mismatched rim sizes are permitted.
- h. Different profile tyres allowed i.e. 185/R14, 165/R14 on the car at the same time
- i. Only standard road tyres and M+S tyres (with standard road tread) are permitted.
- j. No rally, dirt, lug, snow, grooved slicks, studless M+S or implement tyres are allowed.
- k. Tyres with speed rating (but not limited to) Q, L, LT or C.
- l. Tyres without markings are not permitted.
- m. Grooving of tyres is permitted, must follow the original tread pattern and be no wider than 10mm grooves.
- n. All tyres must sound casings and casting, maximum of 235.
- o. Tyres must not exceed more than 50mm out side the original bodyline of the vehicle.

***C GRADE SALOONS CARS MAY RUN CLOCK WISE OR
ANTI CLOCK WISE – AT THE PROMOTER'S DISCRETION***

BRAKES:

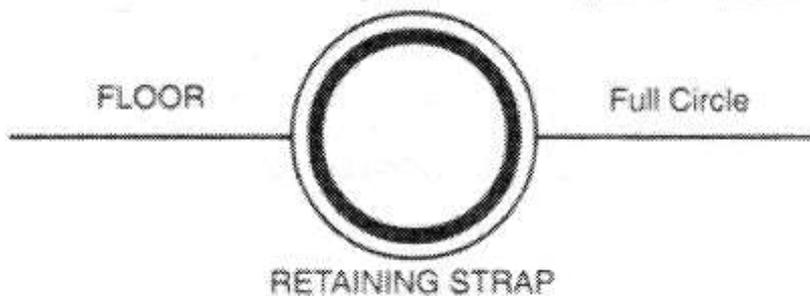
- a. Front and rear brakes must be fitted.
- b. All brakes must be in good working order with the exception of handbrake.

DIFFERENTIALS:

- a. Must be standard to the model fitted.
- b. No locked or limited slip diffs are permitted.
- c. Diff ratios may be altered.
- d. If a vehicle was fitted with a limited slip diff an equivalent standard diff must be fitted instead.

DRIVE SHAFT:

- a. For RWD vehicles a full circle driveshaft-retaining strap/chain must be fitted around the front end of the drive shaft.
- b. For split drive shafts, a full circle retaining strap must be fitted around the front end of each drive shaft section directly behind each yoke.
- c. Drive shaft retaining straps to be fitted to adequately protect driver's compartment.
- d. A hoop of 25x5mm flat bar to be bolted or welded to drive shaft tunnel.

**RACING NUMBERS:**

See General Rules

CHASSIS:

- a. No mounting of the rear bumpers to the roll cage
- b. No alterations/additions to the original construction of the chassis is permitted.
- c. Seam welding of the body to the chassis allowed
- d. No Space frames.

OVERALLS/HELMETS/SAFETY GEAR:

See general rules

ENFORCEMENT:

No vehicle will be allowed to race unless examined and passed as suitable by the Scrutineer at the commencement of each meeting.

**DO NOT BUILD YOUR CAR OUTSIDE OF THESE RULES
AND EXPECT A PERSONAL DISPENSATION.**



JALOPY STREET CAR SPECIFICATIONS

2. ELIGIBILITY:

- g. Four cylinder cars only – up to 2litre carb or 1600 injected.
- h. Cars, chassis, suspension, body and all other parts must conform to the original sale showroom specifications ALL of the following must be REMOVED:
 - a. All trim (original dash may remain)
 - b. glass lights
 - c. mouldings
 - d. tow-bar tongues
 - e. All flammable materials.

3. ROLL CAGE:

See Roll Cages page 91

4. BODY:

- i. Only saloon, station wagon, coupe or hatchback models are allowed.
- j. Soft-tops, convertibles, cars with a removable roof, utilities, trucks, 4WD and four wheel-steer vehicles are NOT permitted.
- k. All vehicle at start of season should be tidy i.e. straight panels etc
- l. The body must be in a reasonable condition and safe to race in the opinion of the scrutineer.
- m. No reinforcing of body parts or bumpers, except as in rule 11 *below*
- n. Radiator protection hoop made of roll cage tube or similar material may be fitted preferably out of vision when viewed from the front. This protection bar must be NO wider than the chassis rails
- o. The original rear view mirror may be fitted

5. DOORS:

- a. All doors must be welded, bolted or adequately secured.

6. FIREWALLS:

- a. Are to be fitted to the front and rear, to completely isolate the driver from the engine along with fuel tank.
- b. All holes to be plugged or covered.
- c. All pipes and wires passing through these firewalls to be guarded against chaffing.

7. BONNET AND BOOT:

- a. Lids must be securely strapped, or pinned with approved quick release fasteners.

8. SEAT:

- a. *See general rules*

9. BALLAST:

- a. Ballast in any form is not permitted i.e. water in tyres', sandbags in boot, filling doors etc.

10. STEERING BOXES AND RACKS:

- a. Must be original equipment fitted, NO after market quick racks or quick steering boxes.
- b. Quick release steering hub may be fitted.

11. MESH SCREENS & WINDOW NETS:

- a. *(see General Rules)*

12. BUMPERS:

- a. Bumper reinforcement – front bumper to be mounted at chassis rails and one further point to extend to wheel openings. Must follow the contours of the body. Must be radiuses and capped ends. Back bumpers of the same specifications allowed.
- b. 40mm x40mm x 3mm RHS or 40mm nominal bore pipe behind the original bumper, max four mounting points to the chassis.
- c. It is recommended that intending competitors discuss these specifications with the Scrutineer's before commencing car construction.

13. MOTORS

- a. Only standard motors as factory fitted to that make and model are allowed. *See eligibility.*
- b. Motors and gearboxes must be in the original position.
- c. Motors may be solid mounted.
- d. Fuel injection is permitted but must be factory fitted.
- e. No Forced Induction permitted.
- f. No variable cam timing or lift, e.g. no WTI. VTEC.VVTEC. etc. engines
- g. A free flow exhaust manifold or extractors may be fitted.
- h. The exhaust must extend under the car past the rear of the drivers seat. It must be securely fastened and fitted with a muffler
- i. Noise level is 95 decibels (absolute max). Mufflers or baffles to be fitted.
- j. If it is not mentioned then it is not permitted

14. COOLING FAN:

- a. Fan must be wired through the vehicles main 'kill switch'.

15. RADIATOR:

- a. The radiator must remain in its original position

ELECTRICAL COMPONENTS:

- d. **BATTERY:** - see general rules
- e. **ISOLATING SWITCH** clearly marked "ON" and "OFF" must be fitted within easy reach of the driver while fully restrained and crash rescue team. Minimum of 150mm or 300mm on rebuilds from fuel tap.
- f. All vehicles must be self starting at all times without outside assistance, i.e. jumper leads etc. And able to be started by the driver while fully restrained.
- g. Only blue, white or green instrument warning lights allowed.
- h. All unnecessary wiring to be removed i.e. headlight, taillight wiring etc.
- i. Dash may remain standard.
- j. **WIRING** – see general rules

16. FUEL:

Only standard pump petrol up to 98 octane is permitted

17. FUEL TANK:

- a. Must be welded steel construction no less than 18 swg (1.25mm) gauge and no more than 10 litre (5 gallon) capacity See '*General Rules*' on *fuel tank/cell mounting etc*
- b. Breather must go horizontally once around the tank the through the floor, protruding 50mm under the car.
- c. The original fuel tank removal optional. If Original fuel tank remains then all fuel lines are to be disconnected and fuel tank to be puncture to make sure no fuel remains.

18. FUEL LINES:

see General Rules

19. SUSPENSION, WHEELS AND TYRES:**SUSPENSION:**

- a. Must be as originally fitted to the vehicle, including sway bars. Alteration of caster and camber angles is NOT permitted.
- b. All suspension and shock mounting positions must be in original positions. OEM only.

WHEELS:

- a. Must be of original standard size.
- b. No Mags allowed
- c. No widened rims allowed

- d. Same profile tyres are to be used on the vehicle.
- e. No mismatched rim size is allowed on the car at the same time.

TYRES:

1. Only standard road tyres are permitted. No rally, dirt, lug, snow, grooved slicks or implement tyres are allowed.
2. Driving wheels to be smooth and have no more than 1.5mm tread across 2/3rds of tread width around the whole circumference.

JALOPY CARS MAY RUN CLOCK WISE OR ANTI CLOCK WISE - AT THE PROMOTERS DISCRETION.

BRAKES:

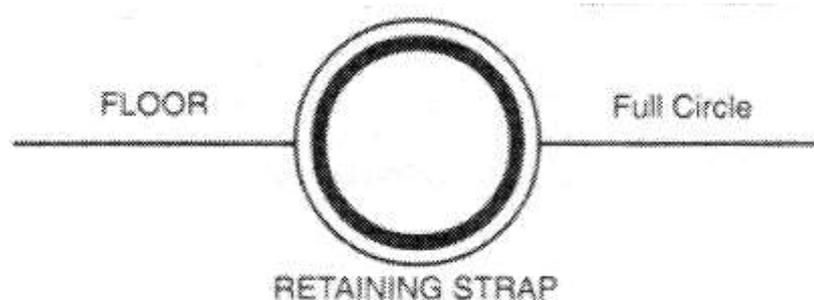
- a. Front and rear brakes must be fitted.
- b. All brakes must be in good working order with the exception of handbrake.

20. DIFFERENTIALS:

- a. Must be standard to the model fitted.
- b. No locked or limited slip diffs are permitted.

21. DRIVESHAFT LOOPS:

- e. A full circle shaft-retaining strap/chain must be fitted around the front end of the drive shaft.
- f. For split drive shafts, a full circle retaining strap must be fitted around the front end of each drive shaft section directly behind each yoke.
- g. Drive shaft retaining straps to be fitted to adequately protect driver's compartment.
- h. A hoop of 25x5mm flat bar to be bolted or welded to drive shaft tunnel.



22. RACING NUMBERS: *See general rules*

23. RACING RULES:

- a. Only minimum contact allowed (i.e. pushing and spinning only).
- b. No direct hitting on the drivers door.
- c. No pushing into wall or reverse spin into wall.
- d. All other racing rules as per CTRA regulations

IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED.



STANDARD PRODUCTION SALOON SPECIFICATIONS

ELIGIBILITY:

IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED.

OE, OEM and Aftermarket Parts definition

1. OE Parts -Are parts that must be Original Equipment Parts. Original Equipment parts are used by Automotive Manufacturers in a vehicle when the Vehicle left the assembly factory. All OE parts must have been made under contract by an OEM supplier.
 2. OEM Parts - must be made by the manufacture of the original part. Removal, alteration or covering of any casting numbers, part numbers, manufacturers name, logo's insignia is not permitted.
 3. OEM means that the part, dimension and specification must be manufactured for a production road vehicle where the manufacture has production more than 200 of this vehicle.
- a. The vehicle must be a standard production model of a type sold new.
 - b. A minimum of 200 vehicles of that model must have been manufactured. The responsibility lies with the competitor for proof of production.
 - c. 4WD/AWD only permitted if converted to either front or rear wheel drive permanently.
 - d. Only OEM computers allowed. No performance enhancing modules allowed
 - e. Engine must be of original make of the car (and be available as an option in that body shape. i.e. a 2000 Cortina may be fitted to a 2 door Escort or a four door Escort).
 - f. Up to 6 cylinder engines allowed. Rotary engines allowed.
 - g. Up to 4.1 litre carburetted and injected allowed. Up to 1300cc Rotary allowed (twin Rota only).
 - h. After market air filter/pods allowed but must remain in the original position
 - i. Naturally aspirated engines may have free flow exhaust, multiple factory carburettors on O.M.E manifold or single carb of 500cfm on O.M.E. manifold. Max 2 chokes.
 - j. Fuel injection is permitted but must be factory fitted. No modifications.
 - k. Motor may be balanced, but no modifications are permitted unless specially mentioned elsewhere in these rules.

- l. No forced induction allowed.
- m. Firewall and original door stills to remain.
- n. Any Standard Production Saloon cars allowed (sedan, Station wagon, coupe, and hatchback).
- o. Convertible, soft-tops, utes, vans, trucks, off road vehicles are NOT allowed.
- p. Only OEM parts to be fitted to engine. Maximum oversized bore allowed, 1.5mm (0.060"). No external after market performance extras permitted from and including the throttle body inwards. No engine stroking.
- q. Cam grinds allowed but the original manufacturer's lift must be maintained
- r. If a passenger seat is fitted then roll cage protection, mesh etc must be duplicated on the passenger side.
- s. O.E.M Variable timing systems allowed eg. VVTI, VVT, VCT, VTEC and MIVEC etc.

TRANSMISSION:

- a. Motors and gearboxes must be in the original position, but may be solid mounted.
- b. Transmission must be of the same make of car being used i.e. Ford car – Ford Gear Box.
- c. No quick-change gears allowed.
- d. Clutches and fly-wheels must be O.E.M. only.

EXHAUST:

- a. Exhaust must extend not less than 450mm past bulkhead and underneath car or may pass through cockpit towards the rear and be suitably covered by 1.0mm steel or 1.2mm alloy.
- b. If exhaust is fitted through body panels, maximum height from the top of pipe to ground level to be 300mm and exhaust to angle towards rear.
- c. Minimum angle 40 degrees and finished at the bodyline.
- d. Free flow exhaust permitted.
- e. Noise level is 95 decibels (absolute maximum).
- f. Mufflers or baffles must be fitted

FUEL:

- c. See general rules

FUEL TANK:

See general rules

FUEL LINES:

See general rules

FUEL TAP:

See general rules

BODY:

- a. The body must be in a reasonable condition and safe to race in the opinion of the scrutineer.
- b. Panel-steel panels or OEM panels only
- c. The only alteration to the body shape may be cut away guard arches for easier wheel changing and inner door panels to allow for easier panel beating.
- d. All glass, lights, chrome strips, projecting door handles, metal badges, and any inflammable material must be removed with the exception of the internal rear vision mirror, original dash may remain.
- e. All potentially dangerous sharp objects must be removed.
- f. Rear side window openings are NOT to be blanked off.

ROLL CAGE:

See roll cages page 88

WHEEL BASE:

- a. Wheel base and track must not be altered and remain within 50mm tolerances.

DOORS:

1. All doors must be welded or bolted or adequately secured.

SUSPENSION, WHEELS AND TYRES:***SUSPENSION***

- a. Must be as originally fitted to the vehicle (O.E.M. manufacturer i.e. factory produced for production type cars, not race cars, and the suspension type not altered i.e. Holden spring could be used to modify a Ford coil suspension so long as the coil suspension was retained. Mounting may be modified to improve handling. Suspension may be lowered), including sway bars.
- b. Alteration of caster and camber angles is allowed but only O.E.M. parts may be used.
- c. All suspension and shock mounting positions must be in original positions, different springs may be fitted (lighter or heavier).
- d. Springs may be shortened.
- e. Any car fitted with coil springs must have the springs securely clamped or chained in position.
- f. The upper or lowered suspension arms on the right front wheel may be lengthened or the suspension may be packed using non standard bolts and packing.
- g. Any such alteration to the suspension must have the specific approval of the Scrutineer.

- h. All suspension-mounting points to remain original except right lower arm which may be moved out 19mm maximum. Right front may be stiffened with a heavy spring.
- i. Springs may be softened or cut. If cut, they must be secured (clamped or chained) in position.
- j. Gas shocks are allowed.
- k. Aftermarket shocks can be used (as long as they are equivalent to the original OEM shocks that the vehicle was produced with), and must bolt into the original position.
- l. No racing shocks, ie Carrera Pro, Bilstein.

WHEELS

- a. Wheel diameter may be changed.
- b. Rims 200mm or 8 inch maximum width.
- c. Any steel wheel may be strengthened with 6mm steel centre welded of approved design.
- d. O.E.M. alloys and steel wheels allowed on any make or model. Must match original stud pattern. Must be of good sound fitment. No after-market alloys allowed.
- e. Right front wheel can be no more than 19mm or 10 degrees camber.
- f. Rims must be fitted to the car in the original position.
- g. No packing out of the rim or brake drum is permitted.
- h. No mismatched rim sizes (diameter) are permitted.
- i. Different profile tyres allowed i.e. 185/R14, 165/R14 on the car at the same time
- j. All wheel nuts must match the countersunk for the wheel being used.
- k. The Wheel Nuts must fully engage the studs.
- l. Wheels with slotted stud holes are Not Permitted

TYRES

- a. Only standard road tyres and M+S tyres (with standard road tread) are permitted.
- b. No rally, dirt, lug, snow, grooved slicks, studless M+S or implement tyres are allowed.
- c. Tyres with speed rating (but not limited to) Q, L, LT or C.
- d. Tyres without markings are not permitted.
- e. Grooving of tyres is permitted, must follow the original tread pattern and be no wider than 10mm grooves.
- f. All tyres must sound casing and casting, maximum of 235.
- g. Tyres must not exceed more than 50mm out side the original bodyline of the vehicle.

BRAKES:

- a. Front and rear brakes must be fitted.
- b. All brakes must be in good working order and operate on all four wheels with exception of the handbrake.
- c. Brakes must be from that make and model of car being used.
- d. Booster may be fitted.

DIFFERENTIALS:

- a. Must be standard to the model fitted.
- b. Diff must bolt into original position.
- c. The suspension type (either leaf or springs) may not be changed.
- d. No quick change gears allowed.
- e. Locked or limited slip diffs are permitted.
- f. Diff ratios may be altered.

FIREWALLS:

- a. Are to be fitted to the front and rear.
- b. Firewall must completely isolate the driver from the engine, fuel tank.
- c. All holes to be plugged or covered.
- d. All pipes and wires passing through these firewalls to be guarded against chaffing.
- e. No cutting to fit motor.

BONNET AND BOOT:

- a. Lids must be securely strapped, pinned with quick release fasteners.

SEAT: *See general rules*

SEAT BELTS:

See general rules

BALLAST:

Ballast in any form is **not** permitted i.e. water in tyres', sandbags in boot, filling doors etc.

STEERING BOXES AND RACKS:

- a. Must be O.E.M.
- b. NO after market quick racks or quick steering boxes.

MESH SCREENS/WINDOWS:

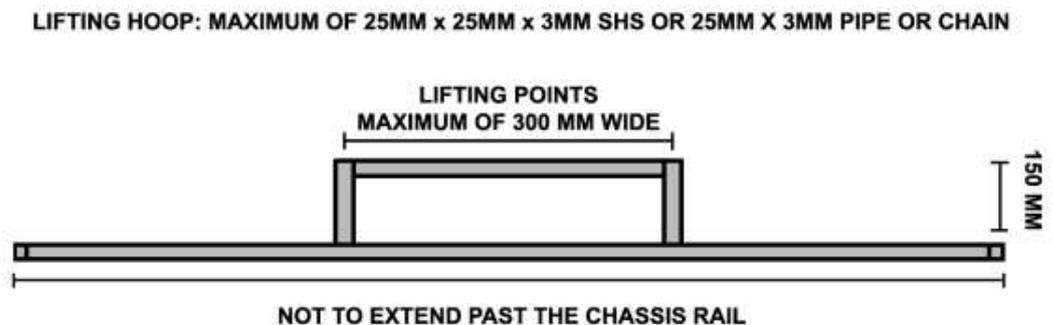
See general rules

BUMPERS:

- a. Both front and rear bumpers may be fitted (must be of car variety) and may not be reinforced, apart from one 40mm OD or RHS behind the original bumper and must not extend past the Chassis Rails. *See diagram below.*
- b. Plastic replica from pressed channel up to a maximum size of 76mm x 3.2mm provided that they follow the same contours as the car body. Corner radius also

must match body radius with ends capped and must be manufactured to a professional standard.

- c. Vertical bumper height tolerance of 50mm from the original body position allowed.
- d. Pipe or RHS is not allowed to extend horizontally past chassis rails.
- e. Bumper reinforcing must not protrude through Body-Work. Except vertically, for the vehicle lifting point.
- f. Maximum of x2 mounting points can be welded or bolted to the chassis rail. Maximum of 300mm along the chassis rail.
- g. Any OE or OEM bumper may be used and must be mounted in the original bumper position.
- h. No other reinforcing permitted.
- i. Two lifting points may be fitted to the centre of both front and rear bumpers.
- j. Lifting hoops or chains must be fitted.



- k. Original tow bar maybe used as lifting eye, must be cut-off inside the bodyline of car; chain or eye must be fitted.
- l. No wheel arch reinforcing allowed.
- m. OE Bumper beam for the make and model of that vehicle is allowed

ROLL CAGE: See general rules

COOLING FAN:

- a. Fan may be replaced with an electric fan must be wired through the vehicle main 'kill' switch.

RADIATOR:

- a. The radiator may be fitted to the either the front or rear of the vehicle, as long as it is safe, and shielded from the driver to protect the driver (& passenger) from scalding should a leak or burst occur.
- b. A larger radiator may be fitted.
- c. All joints or rubber fittings in the piping and the radiator itself must be shielded from the driver.

- d. The radiator must be fitted below window level.
- e. Radiator overflow must be below floor level.

ELECTRICAL COMPONENTS:

- a. **BATTERY:** see general rules
- b. **ISOLATING SWITCH** see general rules
- c. **STARTER/IGNITION:** The vehicle must be capable of being started by the driver while fully restrained.

RACING NUMBERS: *See general rules*

STEERING WHEEL:

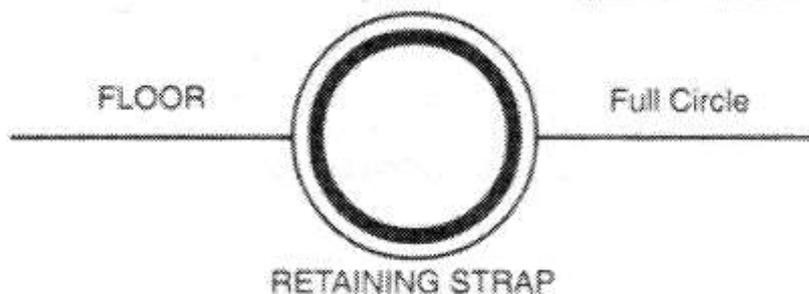
- a. Complete wood, wood rim or spoke steering wheels are not allowed.
- b. A quick release steering hub maybe fitted to steering wheel.

MIRROR:

- a. A mirror of no more than .022m² (35 sq in) in surface area may be fitted with a minimum distance of 450mm from drivers head.

DRIVER SHAFT:

- a. For RWD vehicles a full circle driveshaft-retaining strap/chain must be fitted around the front end of the drive shaft.
- b. For split drive shafts, a full circle retaining strap must be fitted around the front end of each drive shaft section directly behind each yoke.
- c. Drive shaft retaining straps to be fitted to adequately protect driver's compartment.
- d. A hoop of 25x5 flat bar to be bolted or welded to drive shaft tunnel.



BODY:

- a. Body must remain in tidy condition and appearance every meeting. The car must retain its original appearance. Panel steel panels or O.E.M. panels only. Any damage to be repaired and painted before the next meeting. Doors must be securely fastened. I.e. welded, bolted or a pined safety catch.

- b. A 1.2 steel or 2.0mm alloy floor fitted, on the drivers side reaching from the front bulkhead lower cross member back to rear lower horizontal cross member and inboard from the drivers side pipe to sufficiently cover below driver seat and feet. All other interior panelling and front firewall a min. of 1.0mm steel or 1.2mm alloy.
- c. Alloy or panel steel partition between driver and boot, also driver and engine compartment must be accurately fitted to prevent fluids and fire from reaching driver.

NO EXTRA REINFORCING:

- a. No extra reinforcing of panels or bar work allowed unless mentioned previously (or in this section).
- b. Damaged chassis rails may be repaired using 1.2mm max thickness steel sheet. Scrutineer will be the sole judge of necessary work done.
- c. Vehicles with O.E.M. plastic/fibre reinforced front radiator supports; Supports can be replaced with approved designs. i.e. of 20mm x 20mm x1.6mm box or up to 1mm thickness panel steel folded into channel.



CHASSIS:

- e. No alterations/additions to the original construction of the chassis is permitted, with the exception of a roll cage mounting of the back bumpers.
- f. Seam welding of the body to the chassis allowed
- g. No Space frames.

OVERALLS/HELMETS/SAFETY GEAR: *See general rules*

**DO NOT BUILD YOUR CAR OUTSIDE OF THESE RULES
AND EXPECT A PERSONAL DISPENSATION.**



6 CYLINDER SPRINT CAR SPECIFICATIONS

24. ENGINE:

- a) Must be Six (6) cylinders, cast iron block, up to 4.5 litre maximum, one (1) camshaft
- b) Electronic ignition module accepted
- c) None of the following are permitted:
 - 4 Cyl., V8 or Rotary engines.
 - Fuel injection, Super chargers or Turbo's.
 - Alloy blocks
 - dry sumps
 - Magnetos
 - Engine management electrical systems.
 - Computers with or without chips or equivalent.

25. MODIFICATIONS:

- a. Crankshaft must be standard to the engine used.
- b. No aftermarket or stroker crankshafts permitted at all.
- c. No boring over manufacturer's specification.
- d. Cam-shaft/lifters & valve train are open.
- e. Free flow exhaust optional.
- f. Cylinder Head modifications optional
- g. Flywheel – if a lightened fly wheel used with a alloy bell housing a 3mm steel scatter shield must be fitted.
- h. Steel bell-housing recommended.
- i. No alloy flywheels.
- j. Engine offset to be no more than 50mm (2") from centre.
- k. Clutch Optional
- l. Starter motor to be fitted and working, cars should leave the pits area under their own power.

26. CARBURETTOR:

- a. Maximum of three (3) x (2) barrel (side draft or down draft) carburettors or one (1) four (4) barrel.
- b. EFI engines may have a homemade manifold to accommodate carburetion.

27. SPRINGS AND LINKAGES:

- a. All carburettors to have at least one (1) return spring attached to the butterfly shaft.
- b. Throttle links to have positive action and be of mechanical or cable construction.
- c. Two (2) return springs shall be fitted to linkages.

28. RADIATOR & COOLING SYSTEM:

- a. Must be mounted within the confines of the main chassis covered by the nose cone.
- b. Overflow pipe is to connect to an overflow bottle.
- c. All hose and clamps must be automotive quality or better.
- d. No rear mounted radiators or oil coolers.
- e. No plastic top or bottom tanks

29. IGNITION:

- a. A total 'Kill Switch' must be fitted to the dash with ON/OFF positions clearly marked and be accessible from outside the car. Must also be within reach of the driver while fully restrained.
- b. Starter switch should be of a push button type.

30. BATTERY:

- a. Must be secured in a safe position and suitably covered to prevent arcing and loss of acid in the event of a rollover.

31. NUMBERS:

- a. To be displayed on both sides of the tail cone not less than 250mm in height.
- b. A number not less than 150mm x 15mm width per digit, to be on the front centre of bonnet, or on the top flat surface of the front wing.
- c. 1st, 2nd, 3rd place getters in the CTRA NZ championship may use relative 1, 2, & 3 from the date won until the next championship. The driver previous number will not be issued to another driver during this time

32. BRAKES:

- a. Two rear, foot operated, hydraulic brakes minimum.
- b. Four-wheel brakes optional.
- c. Quick change diffs may have one or two brakes.

33. BUMPER:

- a. Rear bumpers should follow the shape of the tail cone and be strong enough to push on.

- b. Front bumper shall be no more than 280mm ahead of the front wheels.
- c. Knurbing bars must not extend past the outside edge of the rear tyres.
- d. Bumper and knurbing irons to be a maximum of 25mm in diameter.
- e. No open-ended tubing allowed.

34. WHEELS & TYRES:

- a. Maximum rim size 15" diameter. Width optional.
- b. Any racing type tyre, radial or cross ply.
- c. No chunky tread, mud grip, knobbles or spikes allowed.

35. FIREWALL:

- a. All cars to incorporate a front firewall to shield the driver from the engine compartment.

36. STEERING:

- a. Steering box from any street vehicle or racing steering box permitted.
- b. Power steering allowed but pump lines must be steel reinforced hydraulic and should not contain any worn drive hose clamps.
- c. Hydraulic fittings MUST be used at all times.
- d. Return Hoses to be of hydraulic quality.
- e. Quick release steering wheel hub recommended.
- f. Boxes mounted close to the driver's knees must be padded.

37. SUSPENSION:

- a. Front & Rear of any approved type.
- b. Coil over torsion bar permitted.
- c. If coil springs are used, the ends of the coils should be suitably secured to prevent it escaping from suspension during racing.
- d. No independent suspension allowed.
- e. Each wheel must incorporate an operative shock absorber.
- f. No stubs, beams axles or kingpins made of aluminium.

38. FUEL SYSTEMS:

- a. No glass fuel bowls.
- b. Electric fuel pumps to be mounted on the tank side of the cockpit fuel tap.
- c. Fuel lines to be fuel rated rubber or better (see general rules).
- d. Positive action, lever type fuel tap (ball-valve). One (1) inside the cockpit easily accessible to the driver while belted and to persons outside the car clearly labelled "ON and OFF", plus one fitted directly to the fuel tank.
- e. **Fuel** - 100 octane maximum. No methanol or any octane boosting additives.
- f. Fuel Tank must be no less than 1.2mm thick steel or 2.5mm alloy.

- g. Sprintcar 'Tail Tank' with bladder allowed.
- h. Fuel Tank to be mounted in the tail cone and sealed from the cock pit.
- i. Fuel cap should seal and must be of a screw type or Sprintcar lever type.
- j. A one-way P.C.V. valve fitted to breather/overflow pipe, or line to wrap around the tank twice (2 times) and extend at least 50mm past the lowest point of the tank.

39. TRANSMISSION/DIFFERENTIAL:

- a. Direct drive or gear box.
- b. Any revolving parts, i.e. driveshaft within the confines of the cockpit Must be enclosed in a tunnel, as well as (2) 360 degrees steel loop 25mm x 6mm, one at the front and one at the rear of the component. Not necessary if fitted with a torque tube.
- c. Conventional differentials are to be locked.
- d. Quick change differentials are permitted.

40. SEAT:

- a. A minimum of 4 x (8mm) bolts to secure the seat. Bolts to be grade five (5) minimum.
- b. Seat must be either Aluminium or steel race seat, with raised sides for driver sideway support.
- c. No fibreglass seats allowed.
- d. No springs, pvc or plastic seats allowed.

41. BELTS:

- a. See general rules

42. CHASSIS/ROLLCAGE/BODIES:

- a. Car to follow sprint car styling i.e. nose cone, tail cone, wing, open wheel, single seater.
- b. All cars to be presented neat in appearance.
- c. Numbers and sign writing should also be neat in appearance.
- d. Roll cage/chassis constructed of not less than 32mm x 3mm black steam pipe or chrome molly. Factory built Sprintcar Chassis allowed. Sissy bars optional. No galv. Tubing. No sharp edges.
- e. Wheelbase minimum 84" (2134mm), maximum 96" (2438mm).
- f. Wheel track minimum 50" (1270mm), maximum 63" (1600mm), measured centre of tyre to centre of tyre.
- g. Height not to exceed 66" (168cm) excluding wing.
- h. Maximum weight 850kgs.

- i. Locknuts, nyloc nuts or split pins should be used where applicable.
- j. Floor to extend from front drivers seat to firewall, as with side panels.
- k. No glass or mirrors allowed. Gauges accepted.
- l. Cars built and race as six (6) cylinder sprints prior to 2006 may remain as they are.

43. WINGS:

- a. Front wing and Top wing optional.
- b. Top wing must be fitted at the start of the meeting (if the wing is damaged and the car is still race worthy, it may continue).
- c. Wing to be the maximum of 1600mm (63") in width, providing it does not extend past the outer edge of the rear tyres.
- d. Maximum total area of wing is 3.25mtr (35sq ft).

44. NEW RADICAL DESIGNS:

- 1. Any new radical design is subject to a preliminary inspection and the approval by three representatives. From the section together with the scrutineer.
- 2. Any alterations or additions agreed upon by this panel will be final and no more discussion will be entered into.
- 3. The car will not be permitted to take part in any competition until all the recommendations have been correctly carried out. The scrutineer shall have discretional powers with regards to whether any car is fit to race even though it may comply with the rules and specifications.

45. RULE COMPLIANCE:

- a. Six Shooters run as per governing body rules.
- b. Any change from the governing body rules must be CTRA rule compliant
- c. Wings are optional



SUPER PRODUCTION SALOON SPECIFICATIONS

ELIGIBILITY:

IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED.

OE, OEM and Aftermarket Parts definition

1. OE Parts -Are parts that must be Original Equipment Parts. Original Equipment parts are used by Automotive Manufacturers in a vehicle when the Vehicle left the assembly factory. All OE parts must have been made under contract by an OEM supplier.
 2. OEM Parts - must be made by the manufacture of the original part. Removal, alteration or covering of any casting numbers, part numbers, manufacturers name, logo's insignia is not permitted.
 3. OEM means that the part, dimension and specification must be manufactured for a production road vehicle where the manufacture has production more than 200 of this vehicle.
- a. The vehicle must be a standard production model of a type sold new.
 - b. A minimum of 200 vehicles of that model must have been manufactured. The responsibility lies with the competitor for proof of production.
 - c. Front or rear wheel drive vehicles only. Right-hand drive vehicles only.
 - d. Four wheel drive vehicles/saloons allowed if nominated front or rear wheel drive. Once nominated this can not be changed (i.e. if rear wheel drive is nominated the vehicle must remain a rear wheel drive vehicle and cannot be nominated back during the current race season).
 - e. Engine must be of original make of the car (and be available as an option in that body shape. i.e. a 2000 Cortina may be fitted to a 2 door Escort or a four door Escort).
 - f. Four (4) , Six (6) cylinder and "V8" eight cylinder engines up to 5.1 litre Capacity allowed
 - g. Turbo engines allowed
 - Up to 3 litre single or twin turbo engine allowed as factory fitted (no after market turbo's)
 - h. After market air box/pods allowed but must remain in the original position
 - i. Naturally aspirated engines may have free flow exhaust, multiple factory carburettors on O.M.E manifold or single carb of 500cfm on O.M.E. manifold. Max 2 chokes.

- j. Fuel injection is permitted but must be factory fitted (no modifications allowed)
- k. Motor may be balanced, but no modifications are permitted unless specially mentioned elsewhere in these rules.
- l. Firewall and original door stills to remain.
- m. Any Standard Production Saloon cars allowed.
- n. Convertible, soft-tops, utes, vans, trucks, off road vehicles are NOT allowed.
- o. IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED.
- p. If a passenger seat is fitted see general rules

TRANSMISSION:

- e. Motors and gearboxes must be in the original position, but may be solid mounted.
- f. Transmission must be of the same make of car being used i.e. Ford car – Ford Gear Box.
- g. No quick-change gears allowed.
- h. Clutches and fly-wheels must be O.E.M. only.

EXHAUST:

- g. Exhaust must extend not less than 450mm past bulkhead and underneath car or may pass through cockpit towards the rear and be suitably covered by 1.0mm steel or 1.2mm alloy.
- h. If exhaust is fitted through body panels, maximum height from the top of pipe to ground level to be 300mm and exhaust to angle towards rear.
- i. Minimum angle 40 degrees and finished at the bodyline.
- j. Free flow exhaust permitted.
- k. Noise level is 95 decibels (absolute maximum).
- l. Mufflers or baffles must be fitted

FUEL:

See general rules

FUEL TANK:

See general rules

FUEL LINES:

See general rules

FUEL TAP:

See general rules

BODY:

- g. The body must be in a reasonable condition and safe to race in the opinion of the scrutineer.
- h. Panel-steel panels or OEM panels only
- i. The only alteration to the body shape may be cut away guard arches for easier wheel changing and inner door panels to allow for easier panel beating.
- j. All glass, lights, chrome strips, projecting door handles, metal badges, and any inflammable material must be removed with the exception of the internal rear vision mirror, original dash may remain.
- k. All potentially dangerous sharp objects must be removed.
- l. Rear side window openings are NOT to be blanked off.

ROLL CAGE:

See roll cages page 88

WHEEL BASE:

Wheel base and track must not be altered and remain within 50mm tolerances.

DOORS:

All doors must be welded or bolted or adequately secured to the Scrutineer's satisfaction.

SUSPENSION, WHEELS AND TYRES:

SUSPENSION

- m. Must be as originally fitted to the vehicle (O.E.M. manufacturer i.e. factory produced for production type cars, not race cars, and the suspension type not altered i.e. Holden spring could be used to modify a Ford coil suspension so long as the coil suspension was retained. Mounting may be modified to improve handling. Suspension may be lowered), including sway bars.
- n. Alteration of caster and camber angles is allowed but only O.E.M. parts may be used.
- o. All suspension and shock mounting positions must be in original positions, different springs may be fitted (lighter or heavier).
- p. Springs may be shortened.
- q. Any car fitted with coil springs must have the springs securely clamped or chained in position.
- r. The upper or lowered suspension arms on the right front wheel may be lengthened or the suspension may be packed using non standard bolts and packing.
- s. Any such alteration to the suspension must have the specific approval of the Scrutineer.

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- w. No racing shocks, ie Carrera Pro, Bilstein.

WHEELS

- m. Wheel diameter may be changed.
- n. Rims 200mm or 8 inch maximum.
- o. Right front may be strengthened with 6mm steel centre welded of approved design.
- p. O.E.M alloy Mags allowed no after market mags. Right front wheel can be no more than 19ml or 10 degrees camber.
- q. Rims must be fitted to the car in the original position.
- r. No packing out of the rim or brake drum is permitted.
- s. No mismatched rim sizes are permitted.
- t. Different profiles tyres allowed i.e. 185/R14, 165/R14 on the car at the same time

TYRES

- h. Only standard road tyres and M&S tyres are permitted.
- i. No rally, dirt, lug, snow, Hoosier, America racer type, grooved slicks, or implement tyres are allowed.
- j. Grooving of tyres permitted must follow original tread pattern and be no wider than 10mm groove.
- k. All tyres must have sound castings, maximum 265.
- l. Tyres must not exceed more than 50mm outside the body line of the vehicle.

BRAKES:

- e. Front and rear brakes must be fitted.
- f. All brakes must be in good working order and operate on all four wheels with exception of the handbrake.
- g. Brakes must be from that make and model of car being used.
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- a. Are to be fitted to the front and rear.
- b. Firewall must completely isolate the driver from the engine, fuel tank.
- c. All holes to be plugged or covered.
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- e. No cutting to fit motor.

BONNET AND BOOT:

- b. Lids must be securely strapped, pinned with quick release fasteners.

SEAT:

See general rules

SEAT BELTS:

See general rules

BALLAST:

Ballast in any form is **not** permitted i.e. water in tyres', sandbags in boot, filling doors etc.

STEERING BOXES AND RACKS:

- c. Must be O.E.M.
- d. NO after market quick racks or quick steering boxes.

MESH SCREENS/WINDOWS:

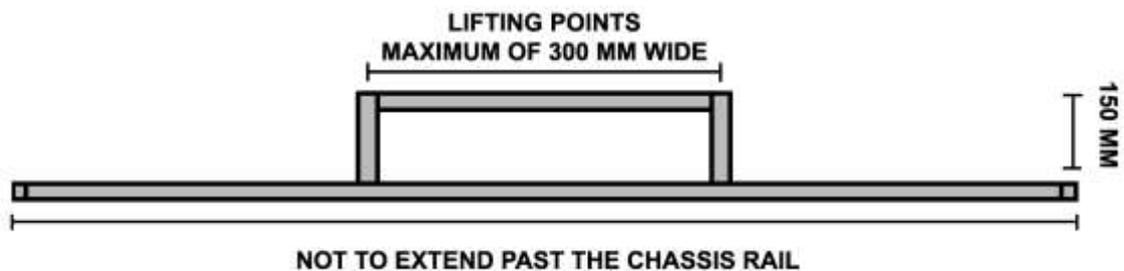
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- d. Pipe or RHS is not allowed to extend horizontally past chassis rails.
- e. Bumper reinforcing must not protrude through Body-Work. Except vertically, for the vehicle lifting point.
- f. Maximum of x2 mounting points can be welded or bolted to the chassis rail. Maximum of 300mm along the chassis rail.
- g. Any OE or OEM bumper may be used and must be mounted in the original bumper position.
- h. No other reinforcing permitted.
- i. Two lifting points may be fitted to the centre of both front and rear bumpers.
- j. Lifting hoops or chains must be fitted.

LIFTING HOOP: MAXIMUM OF 25MM x 25MM x 3MM SHS OR 25MM X 3MM PIPE OR CHAIN



- a. Original tow bar maybe used as lifting eye, must be cut-off inside the bodyline of car; chain or eye must be fitted.
- b. No wheel arch reinforcing allowed.

ROLL CAGE: *See general rules*

COOLING FAN:

- b. Fan may be replaced with an electric fan must be wired through the vehicle main 'kill' switch.

RADIATOR:

- f. The radiator may be fitted to the either the front or rear of the vehicle, as long as it is safe, and shielded from the driver to protect the driver (& passenger) from scalding should a leak or burst occur.
- g. A larger radiator may be fitted.
- h. All joints or rubber fittings in the piping and the radiator itself must be shielded from the driver.
- i. The radiator must be fitted below window level.
- j. Radiator overflow must be below floor level.

ELECTRICAL COMPONENTS:

- a. **BATTERY:** see general rules.
- b. **ISOLATING SWITCH:** See general rules.
- c. **STARTER/IGNITION:** See general rules.

The vehicle must be capable of being started by the driver while fully restrained.

RACING NUMBERS:

See general rules

STEERING WHEEL:

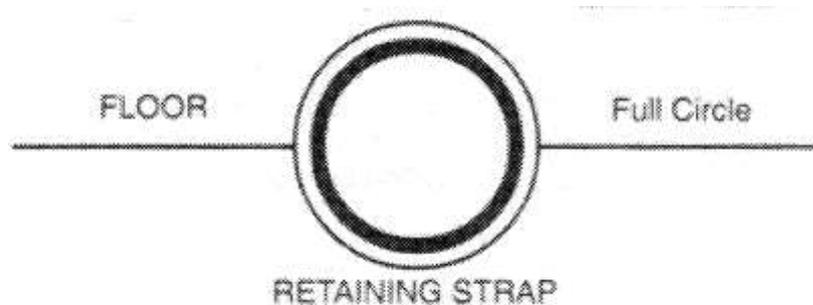
- a. Complete wood, wood rim or spoke steering wheels are not allowed.
- b. A quick release steering hub maybe fitted to steering wheel

MIRROR:

- a. A mirror of no more than .022m² (35 sq in) in surface area may be fitted with a minimum distance or 450mm from driver head.

DRIVER SHAFT:

- a. a full circle shaft-retaining strap/chain must be fitted around the front end of the drive shaft.
- b. For split drive shafts, a full circle retaining strap must be fitted around the front end of each drive shaft section directly behind each yoke.
- c. Drive shaft retaining straps to be fitted to adequately protect driver's compartment.
- d. A hoop of 25x5mm flat bar to be bolted or welded to drive shaft tunnel.

**BODY:**

- a. Body must remain in tidy condition and appearance every meeting. The car must retain its original appearance. Panel steel panels or O.E.M. panels only. Any damage to be repaired and painted before the next meeting. Doors must be securely fastened. I.e. welded, bolted or a pined safety catch.

- b. A 1.2mm steel or 2.0mm alloy floor fitted, on the drivers side reaching from the front bulkhead lower cross member back to rear lower horizontal cross member and inboard from the drivers side pipe to sufficiently cover below driver seat and feet. All other interior panelling and front firewall a min. of 1.0mm steel or 1.2mm alloy.
- c. Alloy or panel steel partition between driver and boot, also driver and engine compartment must be accurately fitted to prevent fluids and fire from reaching driver.

NO EXTRA REINFORCING:

- a. No extra reinforcing of panels or chassis. No other bar work other than roll cage and optional radiator hoop.
- b. Damaged chassis rails may be repaired using 1.2mm max sheet. Scrutineer will be the sole judge of necessary work done.

CHASSIS:

- a. No alterations/additions to the original construction of the chassis is permitted, with the exception of a roll cage mounting of the back bumpers.
- b. Seam welding of the body to the chassis allowed
- c. No Space frames.

OVERALLS/HELMETS/SAFETY GEAR: *See general rules*

**DO NOT BUILD YOUR CAR OUTSIDE OF THESE RULES
AND EXPECT A PERSONAL DISPENSATION**



B GRADE SALOON SPECIFICATIONS

B Grade is a step up from Production Saloon/ Super Production Saloons;

It allows more modifications to both the motor and the body.

Competitors are asked to respect the spirit of these rules.

IF IT IS NOT MENTIONED THEN IT IS NOT PERMITTED

ELIGIBILITY

1. Any two or four door vehicle can be used.
2. No 4WD or 4 wheel steering vehicles allowed. Two wheel drive only.
3. OEM means original equipment manufacture. Where OEM parts are required, their components must retain their original identification marks.
4. Also the car has to race in this Grade at its own club level.
5. Left hand drive vehicles allowed

BODY

1. Mismatched engine-to-body is allowed.
2. All production based bodies must retain the original structural strength (i.e. firewall, floor pan, A and B pillars etc).
3. All Production based bodies to be tin panels, only fiberglass bonnet and boot allowed.
4. Full space frames allowed
5. Full fibre glass body kit allowed on space frame vehicles only
6. Body skirts may be mounted all round and must be below the original bumper bar line.
7. The engine may be put in any position inside the vehicle.
8. All glass, lights, chrome strips, projecting door handles, metal badges and any flammable material must be removed with the exception of the internal rear vision mirror, gauges.
9. All potentially dangerous sharp objects must be removed

ROLL CAGE:

See roll cages pages 88 - 96

DOORS:

All doors must be welded, bolted or adequately secured.

FIREWALLS:

Are to be fitted to the front and rear, to completely isolate the driver from the engine, fuel tank and radiators. All holes to be plugged or covered. All pipes and wires passing through these firewalls are to be guarded against chaffing.

BONNET AND BOOT:

Lids must be securely strapped or pinned with quick release fasteners

SEAT:

See general rules

SEAT BELTS:

See: General Rules

MESH SCREENS/NETS:

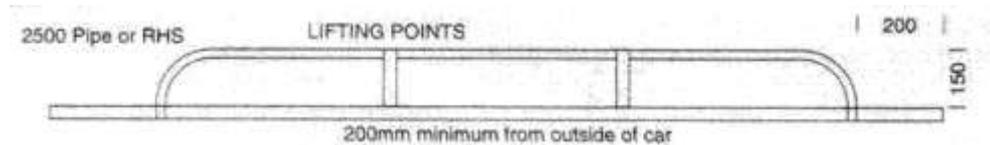
1. Production type body – see general rules
2. Space frame type body - Protective mesh screens must be fitted to cover opening immediately in front of driver. Mesh to be 665 HRC or stronger. (Maximum 100mm squares)

Note: the use of steel mesh on side windows is not permitted

BUMPERS

- a. Both front and rear bumpers may be fitted (must be of car variety) and may not be reinforced, apart from one 40mm OD or RHS behind the original bumper (see below).
- b. Pressed channel plastic replica up to a maximum size of 76mm x 3.2mm provided that they follow the same contours as the car body. Corner radius also must match body radius with ends capped and must be manufactured to a professional standard.
- c. Bumper must be mounted in the original bumper position. Vertical bumper height tolerance of 50mm from the original body position allowed.
- d. Bumper reinforcing maximum of one 40mm OD pipe or RHS allowed extending to wheel openings. Must be radiuses and capped ends
- e. Bumper reinforcing may protrude through body work maximum of 100mm measured on top side, but must appear to be integral with the body work. Maximum of four mounting points.
- f. One 25mm OD pipe or RHS allowed above bumper reinforcing. Maximum 150mm high vertical bracing only with 50mm radius ends, a maximum of four mounting points. This bar must finish 200mm from the outside of bodyline of vehicle.

- g. Lifting points must be fitted to the centre of both front and rear bumpers. Lifting hoops/chains must be fitted.



- h. No wheel arch reinforcing allowed.
i. Original tow bar maybe used as lifting eye, must be cut-off inside the bodyline of vehicle; chain or eye must be fitted.

ROLL CAGE AND LEG PROTECTION

1. Production type body – see general rules Production Roll Cage
2. Space Frame Type Vehicle – see space frame roll cage diagram and specifications

MOTORS/ENGINES

1. Fuel injection is allowed on all engines up to 5litres
2. No sleeving or stroking.
3. any motor up to 308+60th (5.1+1.5lt) capacity allowed in production based cars.
4. Any motor up to 265 + 60th (4.5 litre) capacity allowed in space frame cars.
5. Alloy blocks/heads are permitted if factory fitted. Roller Rockers allowed.
6. Must be OEM production engines only. i.e. no Cosworth, Scat, Arias, etc
7. Water pump must be OEM and mounted at the front of the engine.
8. Forced induction or turbo charged engines are allowed, rating of engine to be 1.7x motor size not to exceed specs above.
9. Front mounted engines with fly wheels inside the cabin or cockpit must have a steel shield minimum of 3mm steel or 6mm alloy.
10. Magnetos are not permitted unless OEM.
11. Twin point distributors are allowed.

COOLING FAN

1. Fan may be replaced with an electric fan if wished.
2. Electric fans must be wired thru the main “Kill Switch”.

RADIATOR

1. The radiator may be fitted anywhere in the vehicle, but the driver MUST be protected from scalding should a leak or burst occur.
2. All joints or rubber fitting in the piping must be shielded from the driver.
3. The radiator must be fitted below window level.
4. Copper or aluminium after market radiators are permitted.

ELECTRICAL COMPONENTS

BATTERY:

See general rules

WIRING:

See general rules

STARTER:

See general rules

FUEL:

See general rules

FUEL TANK

1. See general rules
2. No more than 36 litre capacity allowed

FUEL LINES:

See general rules

FUEL TAP:

See general rules

WHEELS AND TYRES

1. Road or racing tyres (i.e. Hoosier Type) allowed only. No rally grip, chunky treads etc.
2. Grooving of tyres allowed, must follow original tread pattern, maximum width 10mm groove
3. May extend 75mm outside guard or flaring or 150mm outside normal body line.
4. TYRES: Maximum tread width of 15 inches (355mm) allowed as per manufacture markings.
5. Rims up to 15" max diameter no wider than 14" (355mm) between the beads
6. No aluminum or plastic wheels permitted
7. Bead lock rims are permitted
8. Bead locks must be of steel construction or a ring of bolts
9. Wheels may be widened as per specifications.

BRAKES

1. Must operate on all four wheels and be in working order at all times, with the exception of the handbrake.
2. Modifications allowed with OEM or Aftermarket
3. After market brakes are permitted. No manually adjustable brake bias or proportioning valves are permitted.

DIFFERENTIALS

1. No quick change gear ends allowed
2. Locked differentials or LSDs allowed
3. Driver and cockpit area to be shielded from all rotational parts of the axle.
4. Conversion of an OEM diff unit application is not permitted (i.e. closed tube type to independent design).
5. Mixing of OEM rear axle units is permitted, (e.g. Mark 4 Zephyr diff head with Datsun 180B rear stubs and hub units).
- 6.

TRANSMISSION

1. All transmissions must be mounted to the engine block with standard length bell housings.
2. No mid-mounted transmissions or quick-change diffs are permitted.
3. Converter less/clutch-type autos are not permitted
4. All converters to be full of transmission fluid.
5. Aluminium flywheels are not permitted.
6. OEM clutches only permitted. i.e. No quartermasters etc.

RACING NUMBERS

See General Rules.

DRIVE SHAFT

1. Drive shaft loop must be fitted no more than 150mm back from the gear box or any forward facing universal.
2. Drive shaft loop – see general rules

WEIGHT

1. No weight Jackers allowed



ATV BIKE "OPEN CLASS" SPECIFICATIONS

ELIGIBILITY:

- a. The Bike chosen for speedway ATV Bike Open class must be a standard model of a type sold new. A minimum of 200 Bikes of that model must have been manufactured. It is the responsibility of the Competitor to provide proof of such production.
- b. Only four wheel Bikes are permitted, (no trikes allowed) the Bike must be of a type whereby the Rider sits astride the main frame upon a seat.
- c. Bikes must be rear wheel drive and front wheel steering.
- d. Dry weight of the Bike must not exceed 350kg
- e. All Bikes must be fitted with an effective tethered 'kill switch' which will be mounted on the handle bar and the key cord must be attached to the Rider's left or right wrist or the Rider's body armour. The motor must shut off within three (3) seconds after the tethered key is removed.

MOTOR:

- a. Up to 2 cylinder 2 stroke or single cylinder 4 stroke motors as were factory fitted to that make and model of Bike are permitted. A motor capacity of up to 750cc maximum is allowed.
- b. Both the motor and gearbox outer casements must be retained as original (without modification) and will remain affixed to the frame in the original factory fitted location.
- c. Both 2 stroke and 4 stroke ATV engines can be started by either an electric starter motor, or by a manual kick start.

FUEL:

- a. Nitro Methane and similar agents are prohibited.
- b. Only standard unleaded fuel up to 98 octane or avgas is permitted.
- c. Motor fuel supply to be via carburettor or by fuel injection. No forced induction permitted.

BRAKES:

- a. Effective working disc brakes must be fitted to each of the front wheels and a “rear axle” centre mounted disc brake is required.

EXHAUST:

- a. The exhaust pipe and any fitted or slip-on silencer must be firmly secured to the frame/motor.
- b. The exhaust emission noise must not exceed 96db.

FRAME / BODY:

- a. All lights, mirrors, horn, also any unnecessary accessories should be removed.
- b. An aftermarket ‘lighter weight’ manufactured frame is allowed to be used but it must be of the same design measurements and equal in strength to the original manufactured frame.
- c. The maximum width of the Bike will not exceed 1350mm (measured outside of wheel to outside of wheel) and the overall length (bumper to bumper) will not exceed 1900mm.
- d. Bumpers: front and rear ATV style bumpers must be fitted

NERF BARS:

Nerf bars must be fitted between the front and rear wheels and they must:

- a. Be of closed loop design bolted or welded to the frame.
- b. Not extend beyond the width of the Bike, measured with a straight edge being placed against the outside edge of the front and rear tyres.
- c. Be constructed so as to prevent the Rider’s feet from going below the bars. The platform of the nerf bars will be covered with a flat metal plate or metal mesh or material webbing and will have heel guards fitted. It will be close enough to the front wheels also to the rear wheels so as to prevent the “locking together” with the wheels of another Competitors Bike. Nerf bars will have no sharp or protruding edges of tubing (either open ended or capped).

MUDGUARDS:

- a. Must be fitted over rear wheels
- b. May be fitted over front wheels.

RACING NUMBERS:

- a. Front and rear number plates must be fitted in a prominent location, they will be rectangular in shape and will measure 250mm wide x 200mm high (minimum sizing).
- b. The number plates will be of a black background with white numerals. Each numeral will measure a minimum of 100mm wide x 150mm high.

SUSPENSION:

The original suspension (front and rear) may be replaced, altered or modified. Under no circumstance may any aftermarket fitted product or any modification of the original suspension be permitted to compromise the safety of the bike's suspension or steering. Caster and camber is allowed to be changed from the Bike Manufacturer's original settings.

The Head Scrutineer must be satisfied that any changes made will not weaken the engineering integrity of the Bike's suspension.

WHEEL RIMS AND TYRES:

- a. Wheel rim size must not be more than 250mm in diameter and 300mm in width.
- b. Tyres fitted must be suited to a speedway clay track surface.

RIDER SAFETY GEAR:**Helmet:**

- a. Must be less than ten years old. Must provide protection to not just the skull and face, but also to the temple area.
- b. Full face or open face helmets may be worn.
- c. Face shields must be suited to the manufactured Helmet brand. Moto goggles are acceptable but must be in good condition
- d. All helmets worn must be manufactured to comply with **AS/ NZS 1698 : 2006** standard and be approved by the NZ Standards Authority.
- e. The below listed are acceptable international standard's, the approved manufacturers "date of manufacture" label will be located on the inside of the helmet.

Europe: ECE 22 – 05 'P' 'N' or 'J'

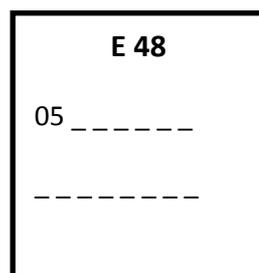
Japan: JIS - T 8133 : 2007 (Valid until 31/12/2019)

JIS - T 8133 :2015

USA: SNELL M2010 (Valid until 31/12/2019)

SNELL M2015

All European manufactured helmets approved to be worn during racing at all race tracks in New Zealand, must have a NZ approval label - E 48 (as below) or Australia approval label – E45, attached to the inside of the helmet.



← Approval number (should always start with 05)

← Manufacturer's production serial number

- f. No helmet shall be drilled or screwed other than as part of original manufacture, or by specific instruction provided by the original helmet Manufacturer.
- g. No camera or any other accessory is permitted to be fitted to, or attached to, a Rider's helmet.

Protective apparel:

- a) Riders boots will be of solid structure and must be suited to speedway track racing
- b) Trousers will be **full leg length** and will be made from a strong fabric material. (no shorts allowed)
- c) Jersey is of Riders choice, but it is required that a jersey with **long sleeves** made from a strong cotton or similar fabric is to be worn. (no short sleeve jersey allowed)
- d) Suitable safety gloves and neck brace must be worn.
- e) Upper body armour providing chest back and shoulder protection must be worn. Elbow / Shoulder and knee armour is optional.

GENERAL:

1. A small camera may be attached to an ATV Bike provided that it is securely affixed. It must be bolted or screwed to a fixed mounting bracket on the frame or on the handlebar or to the plastic body fairings. Cameras are not permitted to be taped onto a bike.
2. A maximum number of ATV bikes permitted to compete in any one race is 12 Bikes only.
3. All race starts should be from a standing start, Competitor grid positions can be by a marble draw system or on a handicap basis.
4. Prior to the start of each season each ATV Bike must undergo a CTRA "Comprehensive Vehicle Check" (green sheeting). It is the responsibility of the Competitor to ensure that throughout the race season their ATV Bike is maintained to a safe and high standard mechanical condition.
5. ATV Bike "Senior Open Grade" racing age qualification is 16 years plus.
6. All 'Novice' Riders must wear a HI-VIZ vest for their first 3 races, and may only be overtaken on the outside.

ENFORCEMENT:

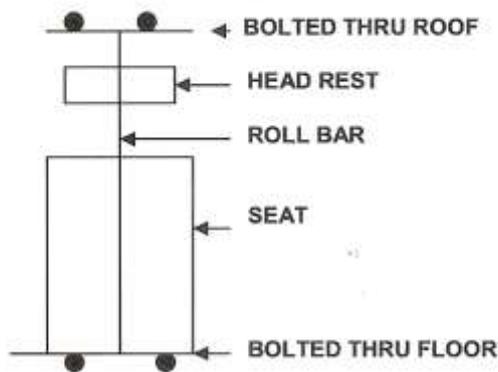
No ATV Bike will be allowed to race unless prior to its first race of the season it has been examined by a CTRA Track Scrutineer and passed a CTRA Bike Comprehensive Check. Prior to the commencement of each race meeting, it is required that an approved Track Scrutineer checks that each ATV Bike is in a safe racing condition.



DEMOLITION DERBY RULES

1. MINIMUM VEHICLE SPECIFICATIONS:

- a. Only standard road cars are eligible.
- b. NO modifications or 4WD's.
- c. NO reinforcing except in the front doors. Front doors may have a 32mm minimum pipe bolted or welded in place from the front door to rear door pillar - post to post. Pipe must be 100mm below the window opening.
- d. NO roll cages.
- e. Driver's door may be plated with 3mm steel welded or bolted in place of trim maximum of 300mm high from floor.
- f. All glass, lights, tail lights, exterior mirrors etc and interior trim to be removed from vehicle.
- g. ALL vehicles must be stripped at home prior to them entering Speedway Grounds or surrounding area. Interior mirror and dash may be left in.
- h. ALL flammable materials must be completely removed, carpets, door linings, roof lining etc) dash board & driver's seat may remain in place.
- i. Drivers door to be securely chained welded or bolted.
- j. Drivers must be fully restrained by the cars standard seat belt (Race Seat and 5 point harness recommended)
- k. ALL cars are to be fueled up in front of the promoter's Scrutineer's.
- l. ONLY 10 liters of petrol to be carried in the vehicles tank
- m. All cars to be fitted with roll bar constructed from a minimum of 38mm diameter pipe or RHS, to extend from the floor immediately behind the driver's seat to the roof. A 150mm x 100mm x 3mm plate must be welded to each end of the roll bar. These must be bolted through the roof and floor. Matching plates on outside of car bolted in place with a minimum of two 10mm grade 8 bolts with lock nuts. A head rest must be mounted on bar if no headrest fitted to seat.



- n. NO locked or limited slipped differentials are permitted.
- o. Drivers door & front passenger door is to be painted white.
- p. Number will be issued by the Track Scrutineer(s) at the time of registration or scrutineering.
- q. Batteries must be securely tied down.
- r. NO tow bars, NO tow bar necks.
- s. Radiators must be left in place, but the fan may be removed if you choose.
- t. All Air-Bags must be removed.

2. RACING RULES AND CONDITIONS

- a. All vehicles are to be scrutineered and MUST comply with the above. Failure to comply will see the vehicle & driver struck from this event.
- b. ABSOLUTLEY NO PASSENGERS.
- c. ANY driver caught deliberately hitting or ramming the driver's door of another vehicle will be disqualified.
- d. Drivers MUST REMAIN in their vehicles at ALL times (even when stationary), for your own safety—unless instructed otherwise by Promoters Safety personal.
- e. When the RED flag is shown on a car then that car is stationary it is not to be hit.
- f. Vehicles can go both ways around the track.
- g. Vehicles MUST NOT enter the In-field unless they are in-need of help or out of the demo.
- h. During the course of the event Competitors must hit an opponent's (other competitor's) vehicle every 60 seconds or they will be disqualified from the event.
- i. No competitor shall be allowed outside his/her car to effect mechanical repairs after the commencement of the Derby.
- j. Seat Belts are to remain on at ALL times during the Demo Derby.
- k. ALL decisions made by the track officials will be final & binding. The decision on prizes will be decided by the Speedway officials. Their decision is final and NO negotiations will be entered into.
- l. The promoter reserves the right to re-scrutineer.
- m. ALL drivers MUST supply & wear to the promoter's satisfaction;

- their own crash helmet with visor fitted or safety goggle NO sunglasses etc
- Fire resistant over-alls i.e. 100% cotton.
- Neck brace
- Fire Resistant gloves i.e. 100% cotton, leather etc.
- Boots or covered shoes must be worn with long woolen socks (no Nylon), no; gumboots, or open footwear allowed.

3. LICENCE SPECIFICATIONS;

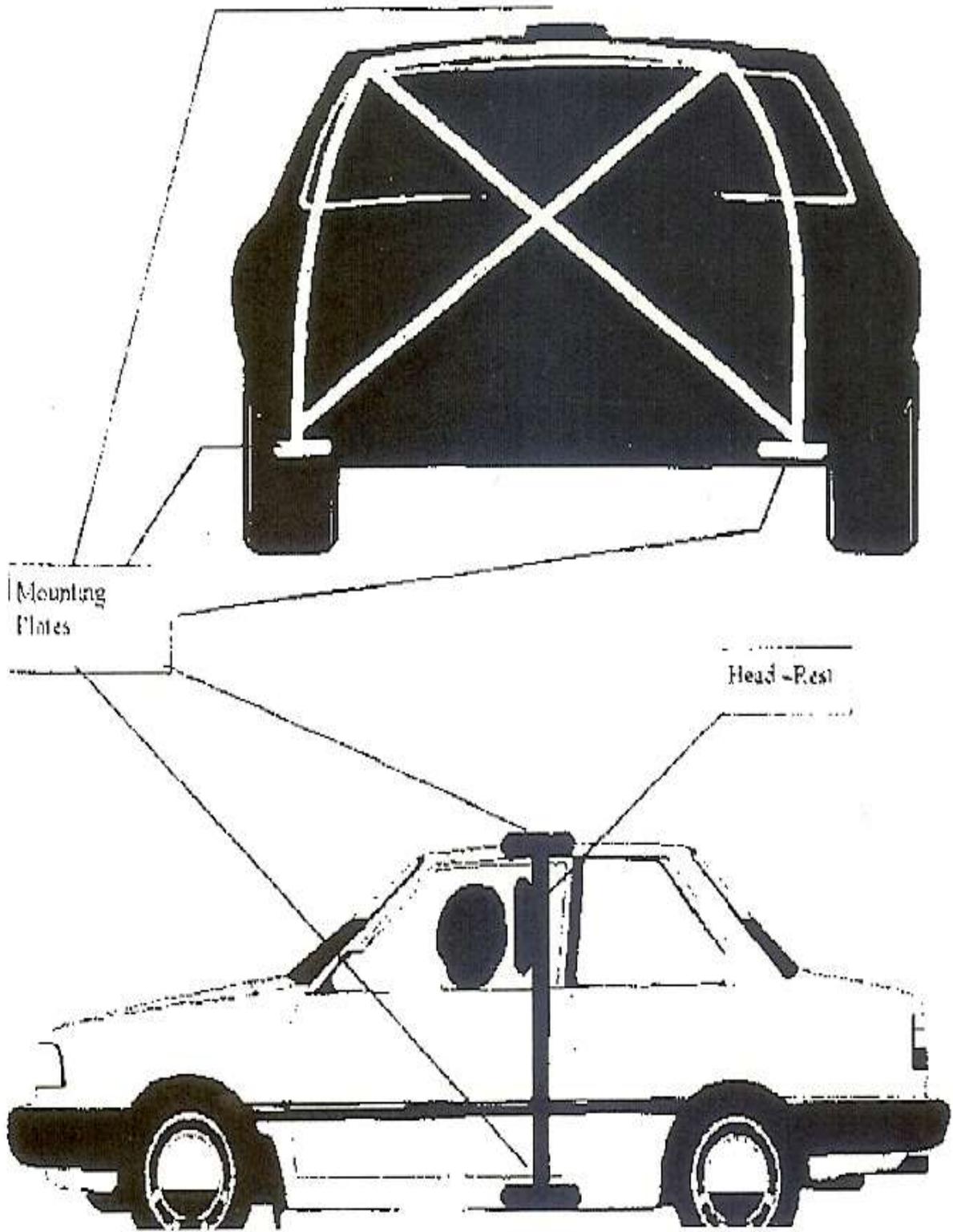
- a. All Competitors must be familiar with Demo Derby Rules.
- b. All competitors, who enter the Demo Derby Event, do so at their own risk.
- c. All competitors must sign an approved indemnity form (in front of a promoter or delegate of the event) absolving the promoter & other competitors and the Circle Track Racing association of any liability which may arise as a result of a novelty type competition.
- e. Competitors must be Minimum age of 16 years of age to compete in this event. Promoter may request proof of age.
- f. A parent or Legal guardian must certify the indemnity form if the Driver is 16, 17 or 18 years of age.



TEAMS DEMOLITION RULES

MINIMUM VEHICLE SPECIFICATIONS

1. Only standard road cars are eligible.
2. NO modifications or 4WD's.
3. All glass, lights, tail lights, exterior mirrors etc and interior trim to be removed from vehicle. ALL vehicles must be stripped at home prior to them entering Speedway Grounds or surrounding area. Interior mirror may be left in.
4. ALL flammable materials must be completely removed.
5. Driver's door to be securely chained welded or bolted.
6. Approved Race seat must be fitted. *See general rules*
7. A minimum of a five point harness must be worn. *See general rules*
8. ALL cars are to be fueled up in front of the promoter's Scrutineers.
9. Original fuel tank can be removed. Or remove original fuel lines and puncture the original fuel tank to ensure no fuel remains
10. Fuel tanks must be mounted in the boot area centrally and as far forward as possible without intruding into the rear passenger area (must be fully covered if the vehicle is a hatchback, to shield driver (*see general rules for fuel tank construction*))
11. Vehicles that have rust in critical areas e.g. door pillars or hinges will not be permitted
12. Two side intrusion bars are to be fitted/welded between driver's door pillars, top bar below window level. Lower bar below driver's hip level. 38mm OD pipe or RHS.
13. The driver's door must have a 3mm steel plate welded to pipes on the driver's side to replace the door trim, from behind the driver's seat, and extend to the firewall. – Minimum of 300mm high.
14. All vehicles must be fitted with an interior roll bar behind the front seat, above the drivers normal seated position, as shown in diagram below (Note: if the demo teams vehicle already has a full roll cage then it is permitted)



15. Roll bar material must be minimum 38mm OD steam-pipe or RHS 3mm wall thickness
16. A diagonal cross must be fitted inside roll bar. Minimum size as above
17. The roll bar is to be welded to mounting plates at floor and middle of roof
18. Mounting plates to be a minimum of 125mm x 125mm x 6mm, bolted through floor and roof to a matching plate under floor with 4 x 10mm grade 8 bolts with lock nuts.
19. NO locked or limited slipped differentials are permitted.
20. No wide wheels or racing tyres allowed.
21. Drivers door & front passenger door is to be painted white.
22. Batteries must be securely tied down.
23. NO tow bars, NO tow bar necks.
24. Radiators must be left in place, but the fan may be removed if you choose.
25. All Air-Bags must be removed.

2. RACING RULES AND CONDITIONS

1. All vehicles are to be scrutineered and MUST comply with the above. Failure to comply will see the vehicle & driver struck from this event.
2. ABSOLUTELY NO PASSENGERS.
3. ANY driver caught deliberately hitting or ramming the driver's door of another vehicle will be disqualified.
4. No competitor shall maneuver their vehicle into the path of others so that their driver's door is exposed
5. No hitting of stationary vehicles.
6. Drivers MUST REMAIN in their vehicles at ALL times (even when stationary), for your own safety—unless instructed otherwise by Promoters Safety personnel.
7. When the RED flag is shown on a car when that car is stationary it is not to be hit.
8. Vehicles MUST NOT enter the In-field unless they are in-need of help or out of the demo.
9. No competitor shall be allowed outside his/her car to effect mechanical repairs after the commencement of the Derby.
10. Seat Belts are to remain on at ALL times during the Demo Derby.
11. ALL decisions made by the track officials will be final & binding. The decision on prizes will be decided by the Speedway officials. Their decision is final and NO negotiations will be entered into.
12. The promoter reserves the right to re-scrutineer.
13. ALL drivers MUST supply & wear their own safety gear - crash helmet with visor fitted or safety goggles NO sunglasses etc. Fire resistant over-alls i.e. 100% cotton. Neck brace. Fire Resistant gloves i.e. 100% cotton or leather.
14. Boots or covered shoes must be worn with long socks, no gumboots, jandals or sneakers allowed.
15. In the event of a rollover the car is out of the race unless it returns to its wheels without assistance

3. LICENCE SPECIFICATIONS

- a. All Competitors must be familiar with Demo Derby Rules.

- b. All competitors, who enter the Demo Derby Event, do so at their own risk.
- c. All competitors must hold a CTRA licence.
- d. Competitors must be Minimum age of 16 years of age to compete in this event.
Promoter may request proof of age.
- e. A parent or Legal guardian must certify the indemnity form if the Driver is 16, 17 or 18 years of age.



LIMITED SALOON SPECIFICATIONS

ELIGIBILITY:

CTRA will accept National Governing Body vehicle rules for this Grade.

MIRROR

1. That maximum 3' mirror to be allowed on left hand side for safety. (optional)
2. That maximum of a 3 inch mirror to be on the left hand side, within the body line of the car. (on 'A' Pillar)

ROLL CAGE:

See page 94



This rule book covers the following CTRA classes

6 CYCLINDER SPRINT CAR

B GRADE SALOON

C GRADE SALOON

DEMOLITION DERBY

JALOPY STREET CAR

LTD SALOON

STANDARD PRODUCTION SALOON

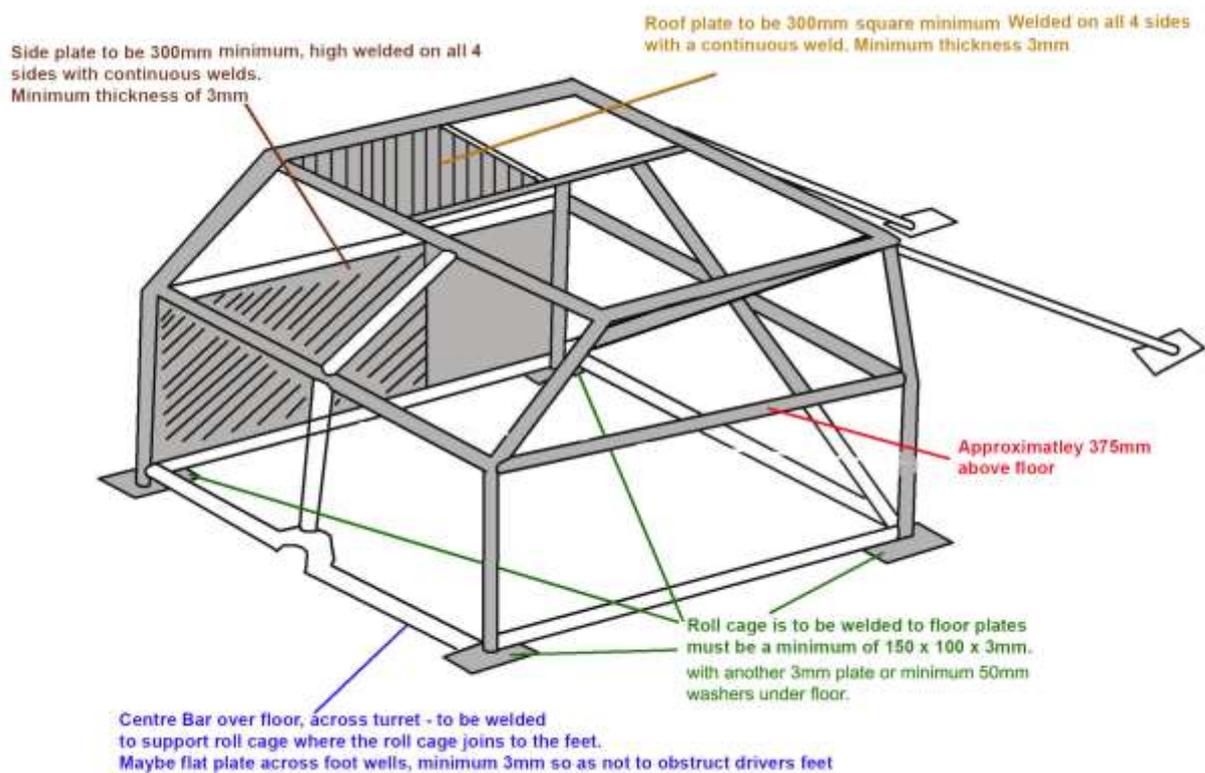
SUPER PRODUCTION SALOON

Plus all other classes covered by
Their governing bodies specifications.



ROLL CAGE

**C GRADE SALOON, STANDARD PRODUCTION SALOON,
SUPER PRODUCTION SALOON & B GRADE (WITH PRODUCTION STYLE BODY)**



ROLL CAGE:

- a. Roll cage to the minimum standard illustrated
- b. Main bars (as shaded in diagram) must be of steam pipe or seamless tube, minimum 38mm OD x 3.2mm thick; or medium steel tube or RHS minimum 40mm OD x 3mm thick. Other bracing minimum 25mmx3mm tube or RHS.
- c. Roll cage must follow the interior contour of the vehicle – full width and height.
- d. Roll cage is to be welded to the floor plates. Floor plates must be a minimum of 150x100x3mm. Floor plates bolted through floor to another 3mm plate under the floor with 4x10mm bolts OR minimum 4x10mm bolts & 50mm square washers - *see illustration above*.
- e. Roll cage must have a minimum of two sideways stays in car suitably locked together.
- f. A brace must be fitted from the top rear of the roll cage to floor of chassis behind rear axle on both sides, or three sideways stays in car suitably locked together.
- g. Minimum of 50mm between roof plate and drivers helmet when driver is seated in the normal position.
- h. Roll cage bracing - *see illustration above*
- i. A diagonal brace minimum 25mmx3mm OD must go from the roll cage behind the drivers head to the roll cage on the opposite side of the floor.
- j. All saloon cars must have crossed diagonals.
- k. If roll cage pillars have angles more than 45 degrees from the vertical, then a centre brace of the same material as used in the shaded roll-cage, 40mm RHS/pipe construction is to be fitted vertically in the centre of front window screen opening, and attached to the floor with a 3mm plate.
- l. A horizontal cross member travelling across bulk head and attached to the roll cage on both sides approximately 380mm from the floor or bottom of chassis frame.
- m. A horizontal cross member travelling across bulkhead and attached to the roll cage on both sides of the floor or bottom chassis or frame level to protect the drivers feet, maybe flat plate across foot-well, minimum 3mm plate so as not to obstruct drivers feet.
- n. A horizontal cross member travelling across, behind and below the drivers seat and attached to main roll cage frame at floor level, cross member to also attach to bottom chassis or frame level.
- o. A horizontal cross member travelling behind seat and attached to roll cage on both sides approximately 380mm from floor or bottom chassis or frame and approximately inline with cross centre of diagonal brace.
- p. Two pipes on the driver's side minimum 300mm apart to protect driver. A 3mm plate must be welded continuously on all sides to pipes. Bottom pipe to be below hip

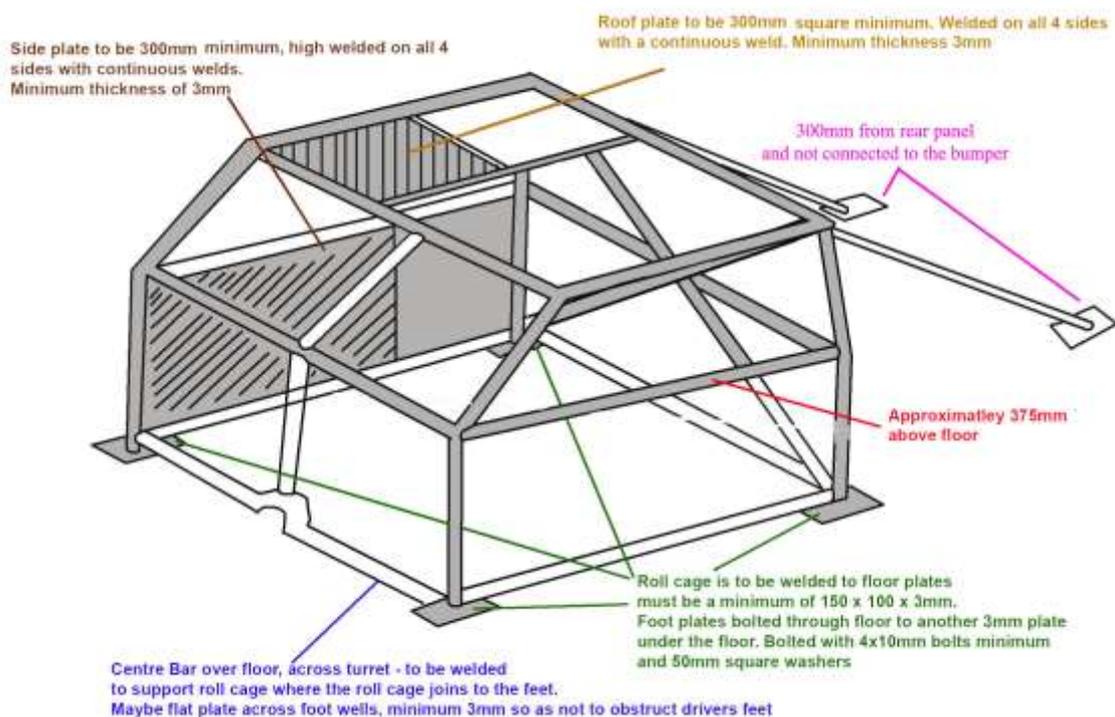
level of driver (as close to the floor as possible) and plate to extend from drivers feet to behind seat,

- q. One pipe approximately 380mm from floor or bottom chassis or frame on passenger side.
- r. All pipes, braces and cross members not shaded in the illustration must be 25mm x 3.0mm OD pipe or RHS minimum. Exception – vertical bracing as in clause f.
- s. The scrutineer has the right to drill a 6mm max. Inspection hole in any roll cage to measure thickness and ensure compliance with regulations.
- t. A 300mm square by 3.00mm min steel plate above the driver head to be welded continuously on all sides to adequately protect the drivers head.
- u. BRACES – a brace must be fitted from top rear of roll cage and extend past the centre line of rear axle and finish no closer than 150mm from back panel of car.



ROLL CAGE

JALOPY STREET CAR



ROLL CAGE:

1. Roll cage to the minimum standard illustrated
2. Main bars (as shaded in diagram) must be of steam pipe or stainless tube, minimum 38mm OD x 3.2mm thick; or medium steel tube or RHS minimum 40mm OD x 3mm thick. Other bracing minimum 25mmx3mm tube or RHS.
3. Roll cage must follow the interior contour of the vehicle – full width and height.
4. Roll cage to be attached to the floor by plate minimum 150 x 100 x 3mm welded to roll cage ends and bolted to another 3mm plate under the floor with the minimum of 4x10mm grade 8 bolts with lock nuts, per plate. Minimum of 50mm washers.

Roll cage type – *see illustration above.*

- a. Roll cage must have a minimum of two sideways stays in car suitably locked together.
- b. A brace must be fitted from the top rear of the roll cage to floor of chassis behind rear axle on both sides, or three sideways stays in car suitably locked together.
- c. Minimum of 50mm between roof plate and drivers helmet when driver is seated in the normal position.

Roll cage bracing - *see illustration on page 1*

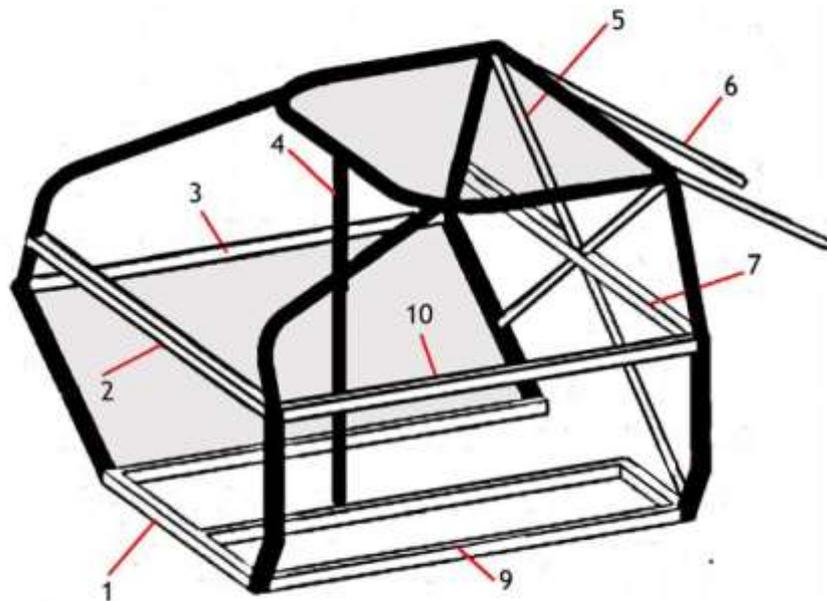
- d. A diagonal brace minimum 25mmx3mm OD must go from the roll cage behind the drivers head to the roll cage on the opposite side of the floor.
- e. All saloon cars must have crossed diagonals.
- f. If roll cage pillars have angles more than 45 degrees from the vertical, then a centre brace of the same material as used in the shaded roll-cage, 40mm RHS/pipe construction is to be fitted vertically in the centre of front window screen opening, and attached to the floor with a 3mm plate.
- g. A horizontal cross member travelling across bulk head and attached to the roll cage on both sides approximately 380mm from the floor or bottom of chassis frame.
- h. A horizontal cross member travelling across bulkhead and attached to the roll cage on both sides of the floor or bottom chassis or frame level to protect the drivers feet, maybe flat plate across foot-well, minimum 3mm plate so as not to obstruct drivers feet.
- i. A horizontal cross member travelling across, behind and below the drivers seat and attached to main roll cage frame at floor level, cross member to also attach to bottom chassis or frame level (Optional).
- j. A horizontal cross member travelling behind seat and attached to roll cage on both sides approximately 380mm from floor or bottom chassis or frame and approximately inline with cross centre of diagonal brace.
- k. Two pipes on the driver's side minimum 300mm apart to protect driver. A 3mm plate must be welded continuously on all sides to pipes. Bottom pipe to be below hip level of driver (as close to the floor as possible) and plate to extend from drivers feet to behind seat,
- l. One pipe approximately 380mm from floor or bottom chassis or frame on passenger side.
- m. All pipes, braces and cross members not shaded in the illustration must be 25mm x 3.0mm OD pipe or RHS minimum. Exception – vertical bracing as in clause f.
- n. The scrutineer has the right to drill a 6mm max. Inspection hole in any roll cage to measure thickness and ensure compliance with regulations.
- o. A 300mm square by 3.00mm min steel plate above the driver head to be welded continuously on all sides to adequately protect the drivers head.

- p. BRACES – a brace must be fitted from top rear of roll cage not to extend the full length of vehicle back seat distance is preferred. No closer than 300mm to back panel.



ROLL CAGE – SPACE FRAME

B GRADE, LIMITED SALOONS, SUPER SALOONS



ROLL CAGE:

Main body roll cage (as shaded in Diagram above) to be constructed of one of the following types of steel:

- (i) Medium steam pipe, minimum of 32mm nominal bore x 3.2mm wall
- (ii) RHS, minimum of 40mm x 3mm
- (iii) Continuous tube, minimum of 38mm OD x 3mm.
- (iv) 38mm x 2.6mm Southward roll cage tube.
- (v) 44mm x 2.6mm Southward roll cage tube.

(b) Roll cage to follow interior contour of car, and to enclose driver's floor and be full body width.

(c) Roll cage either welded to chassis or where attached to floor. A plate minimum size of .023m² must be welded to

roll cage and bolted to floor.

(d) Roll Cage Types: see block illustration.

(i) Must have a minimum of two sideways stays in car suitably locked together.

(ii) A brace must be fitted from top rear of roll cage to floor or chassis behind rear axle, on both sides or three sideways stays in car suitably locked together.

(iii) Minimum of 50mm clearance between driver helmet to roof plate and all bars when in normal seated position.

(e) Front wheel drive cars only: see diagram

(i) Must have a minimum of two sideways stays in car suitably locked together.

(ii) An upper brace must be fitted from top rear of roll cage to floor or chassis behind rear axle or fuel tank (whichever is the most rearward) on both sides.

(iii) When no floor exists the chassis must consist of a lower brace which must be fitted from lower rear of roll cage to connect with upper brace behind rear axle or fuel tank, on both sides.

(iv) Where no floor exists braces must be further connected to each other behind rear axle or fuel tank (whichever is the most rearward).

(f) **5.** A diagonal brace 25mm OD must go from the roll cage behind the drivers head, to the roll cage on the opposite side of floor. All saloon cars must have crossed diagonals.

(ii) If roll cage pillars have any angles more than 45 degrees from the vertical, then a centre brace, of the same material as used in the shaded roll cage construction, is to be fitted vertically in centre of front windscreen opening and suitably braced to a chassis member.

(iii) In vehicles where the front screen pillars are over 45 degrees and centre brace cannot be suitably braced as above, this may be replaced with 2 (one each side) 1/4 light uprights.

(g) **2.** A horizontal cross member travelling across bulkhead and attached to the roll cage on both sides, to be no less than 380mm between said bar and floor or bottom chassis or frame.

(h) **1.** A horizontal cross member travelling across bulkhead and attached to the roll cage on both sides at floor or bottom chassis or frame level forward of drivers feet.

(i) **5.** A horizontal cross member travelling across behind and below the driver's seat and attached to main roll cage frame at floor level, cross member to also attach to bottom chassis or frame level.

(j) **7.** A horizontal cross member travelling behind seat and attached

to roll cage on both sides, to be no less than 380mm between said bar, bottom chassis or frame.

(k) **10.** Two pipes on driver's side 450mm apart to protect driver. Lower pipe (9) to be below hips and feet.

(l) **3.** One pipe to be 380mm minimum height from floor or bottom chassis or frame on passenger's side, plus a brace between (2) and (1).

(m) **4.** With the exception of the vertical brace as in (5 & 4) above, all pipes, and cross members, not shaded in the diagram must be a minimum of either:

(i) 25mm x 3.0mm RHS, or

(ii) 25mm x 3.0mm OD pipe, or

(iii) 38mm x 2.0mm OD pipe, or

(iv) 40mm x 2.0mm RHS.

(n) The Scrutineer has the right to drill 6mm max. Inspection holes in any roll cage to measure thickness and ensure compliance



VINTAGE and HISTORIC VEHICLES

Registration Overview

A vehicle eligible for registration with CTRA must have either competed on a speedway dirt track (referred to as an original or restored vehicle) or be a recognizable replica or reproduction of a period machine. Vehicles must fit one of the following two (2) categories:

1. **Vintage:** Twenty-five years of age or older
2. **Post Vintage:** Not Competitive - Not raced competitively during the immediate past ten years
All vehicles to be classified as one of the following:
Motorcycle (Solo, Sidecar or Flat Tracker), Quarter Midget, Three Quarter Midget, Midget, Stock Car, Stock Rod, Sprint Car, Supermodified, Mini Rod, Saloon Car, Modified Sprint, Mini Sprint or Six Cylinder Sprint.

Registration Detail:

General – All Categories:

1. All vehicles presented for registration must be authentic, in all detail, to a nominated era and the appropriate registration/history form filled out in full, before being officially registered with the CTRA.
2. The owner of the vehicle must be a financial member of a CTRA Affiliated Club.
3. Where a particular issue is in contest regarding authenticity and the original owner, builder or driver is no longer living, then the option of the majority of 'those deemed knowledgeable in that particular sphere' will be accepted.
4. A registration disc may be supplied to be fixed to the vehicle or history board. Such registration disc will be stamped to specify the vehicle's category.
5. Any disc supplied will remain the property of the supplier, but will be transferable in the event of the vehicle changing ownership, providing that the new owner is a financial member of the supplier Club or Association.
6. The supplier Club/Association reserves the right to reclaim a registration disc if the vehicle is altered in any way to detract from its authenticity (other than specified exemptions).
7. Vehicles may be updated to another era, and registration retained, if all criteria are met and subject to another CVC (green-sheet) inspection
8. At all times the onus for accuracy of vehicle records remains with the owner of the vehicle. Neither the CTRA or Affiliated Club nor members of a Vehicle Eligibility Sub-Committee will accept responsibility for any incomplete or inaccurate information recorded.
Note; Application form to Register a Vintage Speedway Vehicle is available from the CTRA Secretary

Original/Restored Vehicles

1. The vehicle must be in its original condition, as raced.
2. The owner must be able to provide proof of any claims made about the vehicle.
3. In the event of a chassis deteriorating to the point where safety is compromised, a new chassis can be built to the exact specifications of the original, however the original chassis must be disposed of and this must be verified by a member of the CTRA or any Vehicle Eligibility Sub-Committee.

Replica Vehicles:

1. For the purpose of the CTRA, the definition of a replica is - "A replica is a copy of an original speedway vehicle, used in the past."
2. The CTRA allows the construction of a replica, provided that the following requirements are adhered to:
 - a. The vehicle must be in its original condition, as raced.
 - b. The owner must be able to provide proof of any claims made about the vehicle.
 - c. In the event of a chassis deteriorating to the point where safety is compromised, a new chassis can be built to the exact specifications of the original, however the original chassis must be disposed of and this must be verified by a Chief Official of the CTRA or any Vehicle Eligibility Sub-Committee.
 - d. The CTRA or any Vehicle Eligibility Sub-Committee to be notified of the project. A period of three months will be given to submit a detailed written application to proceed.
 - e. The CTRA or any Vehicle Eligibility Sub-Committee to be provided with as much information as possible, eg photos, drawings, colour schemes, mechanical details, etc. to prove intending builder's knowledge of the subject.
 - f. The era that the vehicle represents must be nominated.
3. If the above conditions are met, then permission to proceed will be granted.
4. Once completed to the satisfaction of the CTRA or any Vehicle Eligibility Sub-Committee, the vehicle will be placed on the CTRA Register as a 'Replica' and is not to be misrepresented at any function of the CTRA or any associated club.

Restoration Vehicles:

1. Any vehicle upon which more than 50% of the vehicle has been replaced or cosmetically enhanced shall be classed as a restoration.
2. The owner must be able to provide proof of any claims made about the vehicle.

Reproduction Vehicles:

1. These vehicles represent a particular era only and must not be replicas of another specific vehicle.
2. Vehicles can be presented with any paint or colour.

Vintage Vehicles Regulations and Specifications –

Vintage Speedway Open Wheel Race Cars:

Cars with a Wheel Base of under 84 Inches - Quarter Midgets - Three Quarter Midgets and Midget Cars - Single seat open wheel cars, with open cockpits.

The style and design must resemble that of traditional Quarter, Three Quarter and Midget Cars and must meet the technical and safety requirements of the Club's Scrutineer. No rear engine vehicles are permitted.

- a) **Chassis/Engine/Wheelbase:** Must comply with the era in which the car was constructed.
- b) **Wheels/Tyres:** Tyres must be sound in walls and beads. Approved road or competition tyres are permitted, provided their size and suitability is compatible with the classification and era of the vehicle and can include American cast magnesium type with pressed steel centres.
- c) **Clutch:** All vehicles must have a hand or foot operated clutch or an in/out box driving to the rear wheels
- d) **Firewall:** A metal firewall of appropriate dimensions must be fitted between the cockpit and the motor.
- e) **Fuel:** Standard pump gas / racing fuel to be used. If methanol is used, the car must display the symbol being a white diamond with a red letter M. A fuel tap must be fitted within the cockpit and must be clearly marked and easily accessible to both the driver when seated and to emergency crew.
- f) **Fuel Lines:** Fuel lines must be clipped to the chassis at intervals of not more than 300 mm. Where a fuel line is subject to vibration, as in the connection to the carburetor or full injection system, a flexible line must be used. Fuel lines must also be clipped to the chassis on the inlet and outlet sides of the fuel cock.
- g) **Ignition Switch:** All vehicles must be fitted with an 'on/off' ignition switch. The switch must be easily accessible to the driver when seated in the vehicle and restrained by belt and shoulder harness.
- h) **Brakes:** All vehicles must have operating brakes capable of stopping the vehicle. Brakes to be hand or mechanically operated, working on the minimum of one rear wheel.
- i) **Exhaust:** All vehicles must have their exhaust pipes suitably guarded, where necessary, and firmly fixed to the vehicle by two mounting brackets. If the exhaust finishes before the rear axle, it must deflect at 90 degrees to the vehicle.
- j) **Belly Pan:** All vehicles must have a belly pan extending forward from rear of the cockpit to a point well beyond any foot operated controls.
- k) **Steering:** Complete wood, wooden rim or spoke steering wheels are not permitted. Quick release steering hubs may be fitted to steering wheels. No welding of steering rods or components is permitted. Heim or ball joint connections between components is recommended.
- l) **Body Work:** Body nose cone and tail may be either metal or fibreglass and must be securely fastened.
- m) **Seat Belts:** Must be lap belt minimum and be of good quality.
- n) **Transmission:** Transmission clutch and/or gearbox may be added to make starting and moving the vehicle easier.
- o) **Battery:** The battery must be secured in a safe location.

- p) **Throttle:** Controls must be positive action. Return springs must be fitted in locations allowing throttle to shut off should failure occur.
- q) **Roll Bar/Roll Cage:** It is recommended that all cars in the above categories are fitted with a roll bar or roll cage that would protect the driver should the car roll over during a speed event. These fixtures must be engineered and constructed to meet all safety guidelines. Bolt-on roll cages are permitted. All roll bars/cages must extend higher than the driver's head when seated.

Additional Note: The safety rules in the "Six Cylinder Sprint Car Specifications" of the CTRA Rule Book are to be used where practical as a guide line for Safety Rules for cars in the above category.

Cars with a Wheel Base of 84 inches & over

Sprint Car:

Single seat open wheel cars with open cockpits.

The style and design must resemble that of a traditional Sprint Car and must meet the technical and safety requirements of the Club's Scrutineer.

Super Modified: Single seat, open wheel cars with enclosed or partly enclosed cockpits.

The style and design must resemble that of a traditional Super Modified and meet the technical and safety requirements of the Club's Scrutineer.

Track Roadster:

Open

wheel "Hot Rod" type cars fitted with an open roadster type body that may have left, centre or right hand steering and must resemble a traditional Track Roadster and meet the technical and safety requirements of the Club's Scrutineer.

Cars That Do Not Fit Into the Above Categories:

Single seat, open wheel cars with open cockpits that have raced on dirt tracks in New Zealand or resemble such cars. They must meet the technical and safety requirement of the Club's Scrutineer.

Car Safety Rules For Track Demonstrations:

The below listed are the CTRA vehicle specifications recommended to meet appropriate safety standards:

1. Chassis/Engine/Wheel Base:

Must comply with the era in which the car was constructed.

2. Wheels/Tyres:

Tyres must be sound in walls and beads. Approved road or competition tyres are permitted, Provided their size and suitability is compatible with the classification and era of the vehicle and can include American cast magnesium type with pressed steel centres.

3. Clutch:

All vehicles must have a hand or foot operated clutch or an in/out box driving to the rear wheels.

4. Firewall:

A metal firewall of appropriate dimensions must be fitted between the cockpit and the motor.

5. Fuel:

Standard pump gas/racing fuel to be used. If methanol is used, the car must display the symbol being a white diamond with a red letter M. A fuel tap must be fitted within the cockpit and

must be clearly marked and easily accessible to both the driver when seated and to emergency crew.

6. Fuel Lines:

Fuel lines must be clipped to the chassis at intervals of not more than 300 mm. Where a fuel line is subject to vibration, as in the connection to the carburetor or full injection system, a flexible line must be used. Fuel lines must also be clipped to the chassis on the inlet and outlet sides of the fuel cock.

7. Brakes:

All vehicles must have operating brakes capable of stopping the vehicle. Brakes to be hand or mechanically operated, working on the minimum of one rear wheel.

8. Exhaust:

All vehicles must have their exhaust pipes suitably guarded, where necessary, and firmly fixed to the vehicle by two mounting brackets.

9. Belly Pan:

All vehicles must have a belly pan extending forward from rear of the cockpit to a point well beyond any foot operated controls.

10. Steering:

Complete wood, wooden rim or spoke steering wheels are not permitted. Quick release steering hubs may be fitted to steering wheels. No welding of steering rods or components is permitted. Heim or ball joint connections between components, is recommended.

11. Body Work:

Body nose cone and tail can be either metal or fibreglass and must be securely fastened.

12. Seat Belts:

Must be lap belt (minimum) and be of good quality.

13. Transmission:

Transmission clutch and/or gearbox may be added to make starting and moving the vehicle easier.

14. Battery:

The battery must be secured in a safe location.

15. Throttle:

Controls must be positive action. Return springs must be fitted in locations allowing throttle to shut off should failure occur.

Roll bar/ Roll cages:

It is recommended that all cars in the above categories are fitted with a roll bar or roll cage that would protect the driver should the car roll over during a speed event. These fixtures must be engineered and constructed to meet all safety guidelines. Bolt-on roll cages are permitted. All roll bars/cages must extend higher than the driver's head when seated.

Additional Note:

The safety rules in the "Six Cylinder Sprint Car Specifications" of the CTRA Rule Book are to be used where practical as a guide line for Safety Rules for cars in the above categories

Vintage Saloon Cars

Saloon car eligibility is defined as passenger car design with a fixed roof. Cars may be of manufacturer uni-body or space frame with fibreglass body and can be original or replicas of past race machinery.

Note: With the broad range of classes and advancement in technology over the years, the main emphasis is; vehicle construction to fit into the time period of competition also the safety of drivers and spectators. All enthusiasts are asked to respect the spirit of historic speedway.

- a) Body must retain its original appearance.
- b) Four door to two door conversion permitted providing uni-body strength is not compromised.
- c) Guards can be flared or altered to fit larger tyres.
- d) Bonnet scoops may be added but opening must not face rear.
- e) Glass and flammable materials must be removed.
- f) Doors and panels must be securely mounted.
- g) On new build/replica vehicles, unless documentation can prove otherwise, roll over protection is required as per CTRA and/or SNZ saloon roll cage minimum specifications.
- h) Mesh screen may be fitted to driver's side of front window as per period.
- i) Engines of all capacity and modification permitted, providing it fits with the spirit of the vehicle. Same make or manufacture in the same configuration as make and model of car used, eg Rear engine VW, Ford Escort front mounted inline four cylinder, or Chev Monza front mounted V8
- j) Any gearbox may be used; clutch or flywheel mounted beside driver must have 3 mm steel plate to provide protection to driver in case of explosion. Driveshaft loop of 360 degrees must be fitted at front of driveshaft
- k) Radiators and cooling fans open but must be below window line and be shielded from driver.
- l) Differential open, may be locked.
- m) Suspension open. Factory OEM, modified OEM or race fabricated.
- n) Wheels and tyres open. Period steel or alloy wheels but must be of suitable design to suit weight and loading. Steel wheels may be reinforced as per speedway specifications section. Re-grooved road tyres or race specific tyres, eg Hoosier.
- o) Exhaust open but must exit past driver's compartment. Consideration should be made of decibel output of system, should you want to display at a track with noise restrictions
- p) Brakes four wheel foot operated, one rear only required on locked rear ends
- q) Driver's cockpit must be tidy without protruding or sharp edges. Seat must be securely mounted to prevent movement in an accident.
- r) Ignition and fuel tap must be clearly marked on/off.
- s) Full five point race harness quick release type, mounted as per manufacturer's specifications.
- t) Window nets are a suggested non period safety item for your own protection.
- u) Fuel tank design open but must be minimum 18 swh securely mounted outside of cockpit. Must have screw on cap and air breather that circuits once horizontally around tank before protruding 50 mm below tank.
- v) Fuel open. Cars running methanol must have methanol sticker attached
- w) Battery must be securely mounted outside of cockpit, inside suitable battery box. Terminals must be insulated from accidental shorting.
- x) Racing numbers minimum 380 mm high and 50 mm wide.
- y) All saloon vehicles are subject to scrutineering for sound condition of components and build before demonstration runs.

Vintage Stock Cars:

Stock car evolution covers a wide era from the early stripped down modified Original Equipment Manufacture from vehicles of the 1920's to late 1940's, through 'Flat chassis' box section styles, the 'Tank', right through to later 'space frame' construction. Cars in this class, while enjoying the freedom of these rules, must represent a specific era. The main emphasis is (A) vehicle construction to fit into the time period of competition and (B) the safety of drivers and spectators. All enthusiasts are asked to respect the spirit of historic speedway.

- a) Body may be steel or fibreglass replica. Panels must be securely mounted. Bonnet scoops may be added but opening must not face rear. Bonnet top must be fitted, sides optional. Mesh screen may be fitted to driver's side of front window as per period. Doors are to be welded or chained as period. In early OEM cars, one door may have window opening altered for ease of access.
- b) Glass and flammable materials must be removed.
- c) Chassis may be OEM or box section steel. Due to the scarcity of early OEM chassis (eg 1930s Ford and Chevrolet) aftermarket replicas or later frames (eg Mitsubishi L200, Navara) may be substituted. External crash barring to era specifications represented. No dangerous protrusions or sharp edges permitted. Wheel guards must be securely bolted.
- d) Roll over protection as per period of vehicle.
- e) Engines of all capacity and modification permitted providing it fits with the spirit of the vehicle. For reliability and ease of running ie stock 350ci permitted instead of extra expense of period correct 240ci, 6 Cylinder Holden in place of Blue Flame Chevrolet etc.
- f) Any gearbox may be used; clutch or flywheel mounted beside driver must have 3mm steel plate to provide protection to driver in case of explosion. Driveshaft loop of 360 degrees must be fitted at front of driveshaft.
- g) Differential open, may be locked.
- h) Radiators and cooling fans open but must be front mounted.
- i) Suspension open. Factory OEM, modified OEM or race fabricated fitting to era of vehicle.
- j) Wheels and tyres open. Period steel or alloy wheels permitted but must be of suitable design to suit weight and loading. Steel wheels may be reinforced as per speedway specifications section. Re-grooved road tyres or race specific tyres.eg Hoosier.
- k) Exhaust open but must be directed away from driver's compartment ie: upwards, outwards, back past cockpit etc. as per period. Consideration should be made of decibel output of system, should you want to display at a track with noise restrictions.
- l) Brakes two wheel foot operated minimum, four wheel recommended.
- m) Driver's cockpit must be tidy without protruding or sharp edges. Seat must be securely mounted to prevent movement in an accident. Ignition and fuel tap must be clearly marked on/off.
- n) Full five point race harness quick release mounted as per manufacturer's specifications.
- o) Any gearbox may be used; clutch or flywheel mounted beside driver must have 3mm steel plate to provide protection to driver in case of explosion. Driveshaft loop of 360 degrees must be fitted at front of driveshaft.
- p) Window nets are a suggested non period safety item for driver's protection.
- q) Fuel tank design open but must be minimum 18 swl securely mounted outside of cockpit. Must have screw on cap and air breather that circuits once horizontally around tank before protruding 50mm below tank.
- r) Fuel - Pump gas up to avgas permitted.
- s) Battery must be securely mounted outside of cockpit, inside suitable battery box. Terminals must be insulated from accidental shorting. Battery cut-out recommended mounted within reach from outside of car.
- t) Paint and racing numbers as per era represented.

- u) Vintage stock cars are for non-contact spirited display only.
- v) All stock cars are subject to scrutineering for sound condition of components and build before demonstration runs.

Vintage Motorcycles

Solos:

- a) Bikes to resemble bikes of the era – single cylinder, upright engine, up to 500 cc.
- b) The exhaust pipe must be fitted securely to the engine and frame of the machine in two separate locations.
- c) No brakes permitted.
- d) Handlebars to be no wider than 915 mm and must be plugged at the ends.
- e) Primary chain guard is recommended.
- f) Throttle cut out is recommended.
- g) Pump gas or methanol is permitted.
- h) All solo track events to run anti-clockwise and to be no longer than four laps.
- i) All riders must wear one or two piece leathers.
- j) Calf high boots must be worn with a metal skid shoe on the left boot.
- k) Suitable safety gloves must be worn.
- l) Helmets must be checked regularly and must be worn at all times when riding motorcycles. Approved helmets are either: Full face race helmet or an open face race helmet with goggles. Sunglasses are not acceptable.

Flat Track Motorcycles

- a) Bikes to be pre-1984.
Two stroke up to 350 cc.
Four cylinder 750 cc.
Four stroke up to 900 cc (twin or single cylinder).
- b) The exhaust pipe must be fitted securely to the engine and frame of the machine in two separate locations.
- c) No glass screens or lights permitted.
- d) Front brakes must be removed.
Rear brakes are optional.
- e) Chain guard is recommended.
- f) Throttle cut out is recommended.
- g) Trail/trial and road tyres only are permitted. No knobbly tyres.
- h) Pump gas or methanol is permitted.
- i) All track events to run anti-clockwise and to be no longer than four laps.
- j) Gears can be changed up to race and must then remain in the selected gear.
All riders and passengers must wear one or two piece leathers.
* Approved motorcycle jacket
* Kevlar jeans
* Motorcross trousers
(A back protector is recommended)
- k) Calf high boots must be worn Suitable safety gloves must be worn
Helmets must be checked regularly and must be worn at all times when riding motorcycles.

Approved helmets are either: Full face race helmet or an open face race helmet with goggles. Sunglasses are not acceptable.

Vintage Sidecars:

- a) Sidecars to resemble sidecars of the era –multi-cylinder engines up to 1000 cc.
- b) The exhaust pipe(s) must be fitted securely to the engine and frame of the machine. The outlet must discharge at rear of the machine.
- c) No brakes permitted.
- d) No part of the sidecar frame shall extend forward of the front wheel pivot point.
- e) Handlebars to be no wider than 915 mm and must be plugged at the ends.
- f) A suitable handhold must be fitted on the left hand side of the machine by the rear wheel.
- g) Front and rear chain guards must be fitted.
- h) Throttle cut out is recommended.
- i) Pump gas or methanol is permitted.
- j) Gears can be changed up to race and must then remain in the selected gear.
- k) All sidecar track events to run clockwise and to be no longer than four laps.
- l) All riders and passengers must wear one or two piece leathers. Calf high boots must be worn.
- m) Suitable safety gloves must be worn by both rider and passenger.
- n) Helmets must be checked regularly and must be worn at all times when riding motorcycles. Approved helmets are either: Full face race helmet or an open face race helmet with goggles. Sunglasses are not acceptable.

Track Events:

1. All vehicles to meet scrutineering standards as close as possible to the date of bike/car and all safety rules and regulations must be adhered to at all times.
2. All CTRA Rules and Regulations and Code of Conduct must be adhered to at all times. Copies of these are available upon request.
3. CTRA track events are considered 'spirited demonstrations' only and at no time are drivers/riders permitted to race or act in an unsafe manner.
 - a. Each individual track-run on a CTRA approved track must be started with an appropriately sized, and clearly visible club flag, displaying the club's logo or similar.
 - b. Under no circumstances must a flag which has an alternative meaning during a race meeting be used for starting in a non-competitive environment.
 - c. Once each individual track-run is started, normal CTRA flag rules apply.
 - d. Flags to be shown to all participants during the Drivers' Briefing at the start of the event.
5. All track participants must have their own fire extinguisher on hand. This fire extinguisher must:
 - a. Be at least 1 kg:
 - b. Have been certified within past 12 months or have a pressure gauge showing acceptable reading:
 - c. Be easily accessible in case of emergency: and

- d. Be kept in close proximity to the participants vehicle(s) at all times
6. Suitable approved safety gear must be used when participating in track events. Safety gear for all cars must meet the following standards.

Clothing

- a. Drivers must wear fire resistant race suits. It is recommended that they are double layer or single layer suits worn with fire resistant under garments. Flammable/nylon clothing should NOT be worn under race suits.
- b. Fire resistant gloves and shoes or boots are to be worn.
- c. It is recommended that drivers use a fire resistant neck brace.

Helmets

- a. An approved helmet that conforms to NZ, Australia and USA safety standards and is in good condition is to be worn at all times.
- b. Goggles or face shields must be worn.
- c. A fire resistant balaclava is recommended.
- d. Helmets are to be inspected by the Steward or Scrutineer before the start of each meeting.

Arm Restraints

- a. Arm restraints are to be worn in all open wheel vehicles.

Seat Belts

- a. Seat belts of the quick release type are to be worn and where practical must be the five point safety type of an approved design from a recognised manufacturer.
- b. Cars with a full roll cage must use a five point system.
- c. Must be installed in the correct and approved manner and be in good condition

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