



## Objective

This is a Series created to encourage the racing of Classic Japanese Race cars that are 20 years old or older (25 years or older for Invitation Class).

It is our objective to have a minimum field of 15 (fifteen) cars per meeting in a six round Series supporting the Auckland Car Club Summer Series from September to May competing at Pukekohe Park Raceway, Hampton Downs and Taupo Motorsport Park.

The Series will represent cars of original factory exteriors (Group 1 & Group 2). Only period or factory spoilers can be used. It is important that these cars retain their original factory "look", including full width dashes.

There is an "Invitation Class" to cater for more heavily modified cars with non-original components.

The Club will be made up of a Club President and a minimum of two Committee members. Guidelines will be kept very simple and basic. Should there be confusion regarding interpretation, the President and Committee will have the final say.

Entry is by invitation only.

Subscription fees will be \$80.00 per annum payable from July 1st.

All competitors must be a member of a Motorsport NZ affiliated club.

All competitors must have a C1 (learner) or C2 Grade racing license.

All competitors must meet the minimum Schedule A Protective Clothing requirements for a National Race Meeting including overalls, underwear, socks, shoes, gloves and balaclava.

FHR (HANS) devices are highly recommended. For some tracks these are mandatory and will become mandatory for all events from 1 October 2020.

An independent ACJS Drivers Briefing will be held at the beginning of each ACJS formal round. Attendance at the drivers briefing is MANDATORY with points deducted for driver non-attendance.

A meeting schedule will be advised as soon as practicable prior to each round by the Series Co-ordinator. It is the duty of each competitor to ensure they are aware of location and time of the meeting.

All Classic Japanese Series (ACJS), [www.acjs.co.nz](http://www.acjs.co.nz). Steve Melhuish President 021 635 439.

## Guidelines: Group 1 and Group 2

1. Groups are based on lap times at Hampton Downs and Pukekohe Park Raceway.  
Group 1: Hampton Downs lap times of 1 min 18.999 seconds and under / Pukekohe (long track) lap times of 1 min 19.999 seconds and under.  
Group 2: Hampton Downs lap times of 1 min 19.000 seconds and over / Pukekohe (long track) lap times of 1 min 20.000 seconds and over. If a competitor goes under the Group 2 minimum lap time on more than 3 occasions within a season, they will be moved to Group 1.
2. All cars must be at least 20 years old and this will be a rolling 20 years, ie. Year 2019 – cars must be 1999 or older and manufactured in Japan. Subject to the approval of the Committee upon application, cars younger than 20 years may be accepted provided their specific model/chassis code meets the 20 year or older criteria.
3. Lap times at Hampton Downs/Pukekohe Park Raceway must not go UNDER 1 min 12 seconds.
4. 4WDs (four wheel drive) are allowed if being of standard factory fitment.
5. Vehicles must be a recognised production car of one hundred or more units.
6. Replicas are allowed.
7. Original body shape must be retained.
8. Only period spoilers may be used.
9. Tyres and wheel sizes are free but must fit under the original guards.
10. Perspex or lexan windows may be fitted in accordance with Schedule A and must be in the original position without external fixings being noticeable – ie. painted rivets and or rubbers.
11. Flares are not allowed unless they were a factory option.
12. Tyres manufactured to a recognised approved standard, eg. DOT, EU/E mark, NZ 5453, and marked as such, must be used.
13. Adjustable height/damping coil-overs are allowed.
14. Original suspension points must be retained.
15. Brakes are free.
16. Composite panels may be used but only if originals are no longer available – all cars must weigh in at a minimum of 90% of their factory curb weight.
17. A full roll cage to MSNZ Schedule A specifications must be fitted.
18. Interior trim may be removed but door cavities must be covered. Aftermarket dashes may be used but must span the full width of the vehicle as would the original. An approved race seat and harness must be used. Passenger and rear seats may be removed.
19. Engines must be original fitment or of the same make. Later model engines can be fitted but cannot be any newer than five years from the car's manufacturing date. Replacement engines must be the same configuration as the original, eg. inline 4, V6, non-turbo, turbo. Honda CRXs may have 1800 cc engines retro fitted. RWD Toyota Starlets may have 16v 4AGE engines retro fitted. 1.6L Mazda MX5s may have turbos retro fitted. All engine conversions MUST be declared and approved by the Committee. Engines must be in the original location.
20. Only factory fitted turbo/supercharged vehicles are allowed. After-market turbos may be used.
21. Fuel injection may be used if a standard factory engine fitment.
22. Engine modifications are free.
23. Only pump and race gas (aviation fuel) may be used.
24. Batteries may be relocated.
25. Gearboxes may have a maximum of 6 (six) forward gears.
26. Sequential gearboxes or shifters are not allowed.
27. It is the requirement of the competitor to supply all relevant information to support the eligibility of their competing car. If supporting information is not supplied, the application may be declined.
28. Only financial members may compete.
29. Dispensation may be granted to members/competitors at the Committee's discretion.
30. Cars may not compete within the Series if they do not comply with the Guidelines.
31. Cars may be inspected to ensure eligibility.
32. All competitors must complete a declaration form as supplied by the Club.
33. The Club may invite a competitor as a "guest" for one round before subscriptions are paid.
34. Motorsport New Zealand noise limits of 95 dBA must be observed at all times.
35. Any competitor disrupting club activities or bringing the Club's name into disrepute, may be, by majority vote of the Committee, disciplined up to and including expulsion from the Series.

## Guidelines: “Invitation Class”

This is a class designed for modified cars that do not meet the guidelines for Group 1 or 2, ie. non-standard engine, gearbox, spoilers, dash, suspension etc.

Please do not build or modify your car without speaking to the Committee as this set of specifications are guidelines not rules.

1. Class is strictly by invitation only.
2. All cars must be at least 25 years old and this will be a rolling 25 years, ie. Year 2019 – cars must be 1994 or older and manufactured in Japan. They must be a sedan, hatchback or coupe – no utilities.
3. Lap times at Hampton Downs/Pukekohe (long track) must not go UNDER 1 min 12 seconds.
4. 4WDs (four wheel drive) will be allowed if being of standard factory fitment.
5. Vehicles must be a recognised production car of one hundred or more units.
6. Replicas are allowed.
7. Original body shape must be retained – aftermarket flared guards and spoilers may be fitted subject to approval by the Committee.
8. Maximum wheel diameter is 18”.
9. Tyres sizes are free but must fit under the guards (or flares).
10. Perspex and lexan windows may be fitted in accordance with Schedule A and must be in the original position without external fixings being noticeable.
11. Tyres manufactured to a recognised approved standard, eg. DOT, EU/E mark, NZ 5453, and marked as such, must be used
12. Front and rear suspension are free.
13. Engines must be of Japanese origin. Engines conversions are allowed but the original orientation, ie. “east - west” or “north - south” must remain the same. All engine conversions MUST be declared and approved by the Committee. This will require inspection/photo. Turbo/supercharging is allowed.
14. Gearboxes and shifters are free.
15. Brakes are free.
16. Composite panels may be used. All cars must weigh in at a minimum of 90% of their factory curb weight.
17. A full roll cage to MSNZ Schedule A specifications must be fitted.
18. Interior trim may be removed but door cavities must be covered. Aftermarket dashes may be used. An approved race seat and harness must be used. Passenger and rear seats may be removed.
19. Batteries may be relocated.
20. Only pump or race gas (aviation fuel) may be used.
21. It is the requirement of the competitor to supply all relevant information to support the eligibility of their competing car. If supporting information is not supplied, the application can be declined.
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## Guidelines: General

Where a car has been accepted for one Group and, due to a Guideline requirement change, becomes eligible for another, any variance from the new Group’s requirements may be accommodated under a grandfather clause, if:

- Correcting the variance would result in the car contravening a MSNZ safety requirement, and
- It does not give the competitor an unfair advantage over the other competitors in the new Group.

## The Series

There will be three classes competing within the Series (see above).

There will be three races per meeting made up of the following format:

1 x scratch race.

2 x handicap races.

The number of laps will be as specified in the Regulations for the meeting.

The Club will have available at each race meeting a Co-ordinator to assist in the running of the Series.

### Driving Standards

1. All competitors must comply with the Motorsport New Zealand Code of Driving Conduct.
2. Any competitor observed to be in breach of the Code may be reported to the Officials of the meeting. If found guilty the competitor will not be awarded any points for that race, in addition to any penalty the Officials may hand down.
3. Any competitor found guilty of breaching the Code three times in a season will be expelled from the Series.

### Points

Points will be awarded for each Group as follows:

Position	Points
1st	20
2nd	18
3rd	16
4th	15
5th	14
6th	13
7th	12
8th	11
9th	10
10th	9
11th	8
12th	7
13th	6
14th	5
15th	4
16th	3
17th	2
18th	1

Any car being declared a non-finisher by the hosting club will receive one point for the race.

Any driver not attending the mandatory ACJS Drivers Briefing will have one point deducted from their first race points.

At the end of the season the lowest three race scores will be deleted from each driver's points tally to give the final points positions.