

NATIONAL
SECURITIES



Central Muscle Cars

Guiding Principles

- Have fun / social atmosphere / friendly comraderie of all involved
- Promote old muscle race cars in competition / class
- Protect the integrity of our class
- "Not to" promote cheque book racing / keep affordable
- Promote close fun racing
- Minimum of 15 cars on race day
- Driver orientated class
- Funds / earnings / surplus goes back to the drivers travel fund
- Have a non-racing co-ordinator
- Promote socialising outside of race days

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Rules 2011 / 2012

Revised 25th June 2011

RULE:

1. The membership application fee to the Central Muscle Cars will be \$200.00 for competitors who wish to race within the Series and \$60.00 for non- racing associate membership.
2. Only full financial members may compete within the Series.
3. At the AGM, only current financial members who have raced in two or more events within the last **two seasons** plus current committee, may have speaking and voting rights. **Non members may speak only, by invitation from the chair**
4. A rule change may be effected by a remit (in writing) being filed with the committee thirty (30) days before the Annual General Meeting and will be sent out to all members within fourteen days of the AGM. The AGM will be held before the racing season commencement date.
5. Rule changes **only** can occur by a majority vote of the members present, at either the Annual General Meeting or a Special Meeting, in conjunction with Rule 3. **The committee can recommend rule changes if the need arises, but these can only be effected by a majority vote of its full financial members who have raced in two or more race meetings in the last two seasons.**
6. To call a Special Meeting the Secretary must be advised in writing by a full current financial member (as per Rule 3) giving fourteen (14) days notice. Secretary, Central Muscle Cars, C/- 8/143 Smith Road R D 8 Dannevirke.

Eligibility to compete within the Series:

7. GT and GT style saloon muscle cars (tin tops) that have been produced up to and including 1978. All cars must be fitted with a full roll cage and comply in every aspect with the class regulations and the MotorSport Association of New Zealand safety rules. A current log book must also be supplied. By invitation, overseas domiciled vehicles may compete using their local homologated documentation.

8.
 - a) **No** vehicles fitted with rotary engines.
 - b) **No** vehicles fitted with four- wheel drive.
 - c) **No** vehicle with mid or rear mounted engines.
 - d) Vehicles must be a recognised production car of one hundred or more units, with six, eight or twelve cylinders.
 - e) **No** Japanese vehicles allowed.

The Series:

9. The Series will be run in two classes, with the determination of the Group - 1 or 2 - up to the committees' discretion.
Group One: The 'open class' with modified suspension and Dot tyres.
Group Two: The 'production class' with factory original suspension and DOT tyres. eg. No adjustable spring platforms - shocks are free.
Both classes will run on 'controlled tyres' either - Kumho V70A, Kumho V700 or Toyo R888 **NOT Kumho V710**
Any tyres run, must be of the same compound available in NZ (compound K9)
Other tyres at the discretion of the committee, only.

Format of Series:

10. It is envisaged that most events will allow for three or more races to be held on the race weekend, with the option of a marble draw to replace qualifying. A typical format will be one scratch race and two handicap races based on the times from practice, previous races and the overall best lap time from the weekend.
For the 1st handicap race a 'break out rule' will apply. If you break out by more than 1 second from your qualifying time or your revised qualifying time, a 10 second penalty will be added

to your total elapsed race time for every second that you break out by.

1st Handicap race to be grided by qualifying time, or nominated time, providing one timed qualifying lap has been posted.

If no qualifying time posted, the car runs from the rear of the grid.

Marble Draw Races - (where qualifying is substituted for R1)

If on a four race weekend where a marble draw format is used (normally Qualifying), the first race times will serve as qualifying times for the rest of the weekend.

The Committee:

11. The committee will be at least four financial members of the club who will be selected either by election or on a volunteer basis. They will serve for the full current financial year.

Disputes and protests:

12.
 - a) Interpretation of the rules is the sole responsibility of the series committee.
 - b) Where there is a dispute regarding the rules, the competitor concerned may race under appeal, to be heard at a later date.
 - c) Cars may be tech inspected, for eligibility, either at the track and/or privately.
 - d) Protests must be received in writing with a fee of \$250. If the protest is upheld the fee will be refunded and no points will be allocated to the offending driver until the breach of rules has been rectified to the Series committee's satisfaction. If the protest is not upheld, the Series committee will retain the fee.

Technical Regulations:

13.
 - a) The engine must be the original type for the vehicle. Big block engines are limited to 467 cubic inches and small block engines to 413 cubic inches.
 - b) The engine block must be the same style and material as used in the production vehicles original engine. After-market and heavy duty cast iron versions can be used.

Where an after-market or heavy duty cast iron option is not available, the committee may provide dispensation and allow the use of an aftermarket alloy block. Some exceptions may apply e.g. V12 Jaguar or cars with previous NZ race car history.

Where dispensation is provided, the competitor will be required to provide proof of the weight difference between the alloy

block and the complying production cast iron block. The competitor will be required to add ballast equivalent to the calculated weight difference, mounted as close as practical to the engine mounts, irrespective of whether their vehicle meets minimum weight requirements or not. Also the RPM must be limited to a maximum of 7500 rpm for any aluminium block engine. In the case of an alloy block replacement for the Holden 304/308 the cubic capacity must be not greater than 355 cubic inches and sealed by an authorised person.

Refer enquiries to the committee.

c) Cylinder heads must stay the same method of valve actuation e.g. overhead valve, overhead cam, as used in the production vehicle' original engine. After-market and heavy duty versions can be used.

d) Internal engine components are free.

e) Sumps and lubricants systems are free

f) No forced induction allowed, i.e. no turbo chargers, superchargers or nitrous oxide injection. OEM fuel injection is permitted only if factory fitted for the respective vehicle. A maximum of four flaps allowed to control airflow.

g) Inlet manifolds are free. For vehicles below 4500cc multiple carburettors are permitted. For all others only one four barrel carburettor is allowed, however, multiple carburettors for 'period correct' vehicles will be viewed on a case by case basis by the committee.

h) No advanced electronic ignition timing devices are to be used, unless original equipment on the vehicle. Electronic ignitions are permitted with advance curves dictated by weights and springs or vacuum.

i) Engine to be placed within 25mm of OE position

Transmission:

14. a) Gearboxes are limited to a maximum of five forward gears.
b) No sequential gearboxes or shifters allowed.

Differential:

15. a) Differentials must be of the same type as the original i.e. no independents in place of straight rear axles. Limited slips or spools are acceptable.
b) After market racing differentials e.g. quick change type, are not permitted.
c) Floating hubs are allowed.
d) No form of traction control or aid is allowed apart from anti

tramp rods.

e) Internal modifications are free.

Suspension:

16. a) Front and rear suspension design must remain as manufacturers design. Original mounting points must be used, but mounting holes may be shifted a maximum of 25mm from the original hole centres.
- b) Fabricated A-arm assemblies of OE dimensions may be run in Group 1 however OE A arms may be strengthened in Group 1 & 2
- c) Spring and shock absorber rates are free. Original mounting points and spring seats must be used with original diameter springs in Group 2.
Coilover shocks/ Adjustable platforms are permitted in Group 1
- d) Watts linkage and panhard rods may be added in Group 1.
- e) Rubber bushes may be replaced with urethane bushes in Group 2. Group 1 is free.
- f) If rear coilover shock is fitted, the leaf spring must remain fully functional when shocks are removed.
- g) OE type cast front uprights or aftermarket lowered cast replacement type ie: Castlemain type OK. No hand fabricated units allowed.
- h) Rear traction bars only in Group 1.

Brakes:

17. a) Cars may run up to a four piston calliper in Group 2 and six piston for Group 1.
- b) Maximum of a 13 inch front rotor and 12 inch rear rotor
- c) **No** ABS brakes allowed.
- d) Pedal boxes may be used in Group 1 only ie; twin master cylinders.
- e) Cooling ducts are permitted.
- f) Single dual circuit master cylinder may be used in Group 2 with or without a booster

Wheels and Tyres:

18. a) Group 1 size; maximum 17" diameter by 11" wide rims or 16" diameter x 12" wide rims, **but** must fit under the car without flaring the wheel arches ie. box guards.
- b) Group 2 size; maximum 16" diameter x 10" wide rims or 17" diameter x 9" wide rims,
- c) **No** Slicks allowed.
- d) Wet weather race tyres allowed for Group 1 and Group 2.

Vehicle Exterior:

19. a) Original body shape must remain.
- b) No flared guards unless factory option, but wheel arch lip may be rolled to clear larger tyres.
- c) Only factory option front and rear spoilers may be used for Group 2.
Group 1 rear spoiler/wing must be of original manufacturer's equipment only. Group 1 & 2 - front spoilers are allowed to have brake ducting holes. Also when two wheels on one side of the vehicle are deflated, the spoiler must not touch the ground, nor should the front spoiler protrude past the front bumper. No splitters allowed
- d) Bonnet scoops may be used, maximum height being four inches.
- e) Steel panels may only be replaced with fibreglass or alloy panels in Group 1. Carbon fibre limited to engine hood in Group 1 only
- f) Group 1 may replace glass side and rear windows with Lexan or equivalent, but must be mounted in original rubbers or channels (not riveted or screwed in).
Regulators may be removed in Group 1 only.
- g) Brake cooling ducts may be used.
- h) Drop tanks and safety fuel cells may be used providing they are mounted in their original position.
- i) All inner guards/panels must be retained in Group 1 and 2

Vehicle Interior:

20. a) Both front seats may be replaced with two race seats. Rear seats may be removed to allow fitting of roll cage.
- b) Original door panels and rear trim panels must be retained in Group 2.
- c) Carpets may be removed.
- d) Original dash must be retained, but the instruments panel may be replaced. Any other non-standard dash board must be approved. Analogue style gauges must be retained.
Existing CMC members with dashes outside this rule will be allowed and grandfathered (2009).
- e) A roll cage to MANZ specifications must be fitted.

Replicas:

21. May be permitted but must be identical to the original in every way.

Fuel:

22. Only pump grade petrol or race gas (avgas) is permitted under review - exploring opportunities

Batteries:

23. May be relocated.

Weight:

24. a) The vehicles minimum weight must remain within 90% of the factory kerb weight.
b) All rule anomalies as determined by an independent assessor and or committee will be compensated by weight penalties to be based off the 90% curb weight.
c) Pauls tyre/weight rule as trialled in 09/10 season will be adopted and used where necessary.
(eg. Group 1 = tyre widths added together, plus 200kg = minimum racing weight including driver.
Group 2 = tyre widths added together, plus 400kg = minimum racing weight including driver)
Cars randomly weighed at end of race.

Sponsors:

25. Series Sponsor's decals must appear on the windscreen of the car or as determined by the events committee.

Points:

26. a) At the end of the season, the Series Champion for each Group will be the person who has accumulated the most points. In the event of a tie, the person with the better finishing record will be awarded the title.
b) Points will be awarded on the basis of 20 points for first down to 1 for 20th in each race.
c) One point will be given for qualifying time and another point will be given for starting each race. Points will also be given for qualifying positions. Points will be allocated on the same basis for a marble draw race.

Driving Standards:

27. Any racing or qualifying incident involving contact will be to penalise all parties with a deduction of 20 points in class and overall standings.

If the co-ordinator does not see it himself or is not told of the incident from a member on the day then he cannot serve penalties.

If any driver admits liability, the other drivers get no penalty.

This should be addressed promptly

Clarification and interpretation:

28. a) If you have any uncertainty in understanding or interpreting any part of the Rules and Constitution please contact a committee member for clarification -
"if it doesn't say you can't have it, it doesn't mean you can"
b) Incorrect interpretation will lead to penalties.



