



Central Muscle Cars

Rules 2016/17

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A. GUIDING PRINCIPLES

1. To have fun
2. To create a social atmosphere
3. To create a friendly camaraderie for all involved
4. To promote a muscle car class in competition
5. To protect the integrity of the muscle car class
6. To promote, as much as is possible, affordable, non-cheque book racing
7. To promote close, but fun competition
8. To strive to achieve an absolute minimum of 15 cars at any one race day
9. To promote a driver orientated class
10. To endeavour to return any excess club funds, earnings, or surplus back into a drivers travel fund
11. To have in place a non-racing, Series Co-ordinator
12. To promote social activities during and outside race meetings
13. To have fun, just in case you missed item 1.

B. GENERAL CLUB RULES:

1. **The Central Muscle Cars joining fee is \$1000 for any new member. Membership may be capped at some time in the future - TBD.**
2. The Central Muscle Cars annual membership fee will be \$250 per annum for series competitors. The non-racing CMC associate membership fee will be \$60/annum. Only fully financial members may compete within the series.
3. **A tech / scrutineering fee of \$500 will be charged for any new vehicle applying to join the series.**
4. At the AGM, only current financial members, who have raced in two or more events over the last two seasons and current committee members have speaking and voting rights. Non-members may speak only by invitation from the chair and hold no voting rights.
5. Any club rule change may be effected by a remit (in writing), which must be filed with the Club committee, at least 60 days prior to the AGM and must further be circulated to the Club membership within 14 days of the AGM. Such a remit can take two forms, i.e. a 'non committee endorsed remit' or a 'committee endorsed remit'. The later remit will have committee comment, opinion, acquired outside expertise, investigation and comment attached to it in an effort to assist AGM discussion.
6. The AGM will be held prior to the commencement of the racing season.
7. A rule change can only be enacted by a majority vote of the members present at the AGM, or at the calling of a Special Meeting, in conjunction with rule (4) as above.
8. The committee hold the ability to enact a rule change, if the need arises, outside the AGM, or a Special Meeting. Under such circumstances, the committee will be directed by the Club majority will.
9. The CMC committee will consist of a minimum of 4 and a maximum of 7 financial members at any one time and committee members are expected to serve out any one season term.
10. The CMC committee will appoint a Technical subcommittee consisting of 4 members.
11. The committee will elect the other appropriate Club administration, e.g. Secretary, Series Coordinator, Scrutineers, etc.
12. If a Special Meeting is to be called, the Club Secretary must be advised of such a meeting, in writing and 14 days' notice of the same must be given. Only a full financial member who has completed two race meetings over the previous two seasons is eligible to call such a Special Meeting.

C. ELIGIBILITY TO COMPETE WITHIN THE CMC SERIES:

1. The Series is open to GT and GT style muscle cars (tin tops) which have been produced between and inclusive of the years 1958 to 1978.
2. The only exception to this is:
 - a maximum number of eight Ford Falcon XD and XE models
 - a maximum number of Holden Commodore VB, VC, VH and VK modelsThese cars will be kept on the Club register and will be subject to committee approval.
3. All competing cars must be fitted with a full roll cage and comply in every respect with all club and MotorSport New Zealand Safety Schedules and Rules.
4. All competing cars are required to hold a current MotorSport New Zealand vehicle log book.
5. All competing cars must hold a separate CMC eligibility log book.
6. Competing vehicles, domiciled overseas, may compete using their country of origin homologated documentation, provided they meet all required MotorSport New Zealand Safety Schedules and may only compete at committee discretion and invitation.
7. All CMC competing drivers are required to wear an appropriate and approved HANS or Defender type, head and neck safety support system.
8. The CMC approved rain light must be displayed on the rear of each competing vehicle and preferably placed in the middle of the boot lid, or rear central panel.
9. No new car to CMC, nor any car which has not competed in at least two CMC meetings over the previous two seasons, will be allowed to attend any CMC event without prior eligibility checking and approval. This approval will be carried out by the ~~technical committee Club Scrutineer accompanied by a minimum of one current member or more~~. The committee may choose to acquire further outside help and expertise to aid with this process. The ~~Club Scrutineer technical committee~~ may request that an unmodified road car be made available ~~to him, or his agents,~~ for comparison reasons during this inspection. On successful completion of this eligibility check, the car will be provided with a CMC eligibility log book. This log book is to be presented with

the car at every meeting. Random eligibility checks may be carried out at any stage during the season and peer assisted scrutineering is encouraged if any competitor shares a particular concern re; the eligibility of any other competing vehicle.

10. No rotary engine vehicles are allowed.
11. No four wheel drive vehicles are allowed.
12. No vehicles are allowed with a mid or rear mounted engine.
13. Vehicles must be a recognised production car with a production run of more than 1000 units in any one 12 month period and be of six, eight, or twelve cylinders.
14. No Japanese vehicles are eligible.
15. The Series will be run in two classes, ie Group One and Group Two, as further defined by the following rules.
16. Vehicle replicas are allowed but must be as per the original car in every way, other than the club modifications allowed in the rules.
17. To be eligible to compete within the series the vehicle must be owned by the driver or an immediate family member. Proof of ownership, to the committee's satisfaction, may be required. Special dispensation may be applied for on a one off basis to the committee within 14 days of a race meeting.
18. No electronic traction aids are allowed

D. SERIES FORMAT:

Each CMC Championship event will consist of:

1. An official practice session **when available** and one official qualifying session.
2. Race One - a ten lap scratch race, fastest to the front, based on qualifying times.
3. Race Two - an 8 lap, reverse grid, handicap race, based on the fastest time in qualifying or race one.
4. Race Three - an 8 lap, reverse grid, handicap race based on the fastest time in qualifying, race 1 and race 2.
5. Race Four - a ~~final~~ 10 lap scratch race, fastest to the front based on the fastest lap time for the event to date.
6. **The committee at their discretion may add a 5th race or Top 10 shootout, these will not count for any points towards the series but may be added for entertainment as and when required.**
7. All four races will be for championship points.
8. If an event the schedule does not allow the preferred four race format, then the 3 race schedule will consist of the first 3 races, as above, ie the last 10 lap scratch race will be the cancelled event.
9. The lap time 'break out' rule and penalties, will apply to all handicap grid races, ie both race two and three.
10. Lap time breakout rule. If you better your lap time by more than 1 sec a penalty of **30**seconds will be added to your total race time for every second that you break out by. i.e. If you better by 2sec then **60**sec is added.
11. Any driver may nominate a lap time for the reverse grid races, if they feel their given time is not appropriate, eg as a result of mechanical trouble, a wet but drying track, etc. The Series Coordinator **MUST** be in receipt of this "self-nominated" lap time at least 60 minutes prior to the start of the appropriate reverse grid race.

E. SERIES POINTS:

1. The overall Series champion will be the driver who has accumulated the most points by the seasons end, in both Group 1 and in Group 2.
2. In the event of a tie, the driver with the better finishing record will be awarded the title.
3. Points will be awarded on the basis of 50 points for 1st, down to 1 point for 50th position.
4. ~~Ten~~ Points will be awarded for posting a qualifying time. Points will also be given for the individual qualifying position on the basis 1st 10pts, 2nd 9pts 3rd 8pts... 10th place onwards 1 point.
5. As per NZMS Regulations, cars must finish to earn points = 75% of race distance and completion of the last lap within 4 minutes of the winner.

F. DRIVING STANDARDS:

1. If you are involved in an on track incident during a race, i.e. any vehicle to vehicle contact, you must report to the Series Coordinator. After a 30 minute 'cooling down' period, all parties involved are to meet with the Series Coordinator. Failure to do so will attract a penalty of up to 50 points for that race, this is at the discretion of the series coordinator. ~~This is compulsory.~~
2. Only the drivers involved may attend this meeting, ie they may not bring anyone else with them. Each involved driver will be required to describe their role in the incident. If one, or more than one driver, accepts liability, then they will lose 50 points and all other involved parties will attract no penalty. If no consensus of fault can be achieved, then all parties involved will lose 50 points.
3. At the Committee's discretion, a maximum loss of 100 points or a minimum loss of 40 points will be handed out to a driver who causes the incident. Points would be weighted on the severity of the incident and the number of races completed. Example: If the incident occurs in Race 1 and the affected driver is unable to compete in any other races for that meeting, the 100 point loss may be passed on to the driver who caused the incident, if all attempts to get the affected car going again have been exhausted and he can no longer race. The affected driver has lost the ability to achieve the potential of 50 points per race. If the incident occurs in race 4, the 40 point minimum loss will be handed out to the driver causing the incident.
4. The Series Coordinator, with the agreement of all involved parties, has the ability to declare any racing contact as a 'racing incident' and wave any penalty action. This is entirely at the Series Coordinators discretion. The committee can be involved at any stage in such disputes. The Series Coordinator has the

ability to ask for any further appropriate information, such as in-car camera footage which must be provided.

The aim of the above is to firstly discourage any car to car contact and secondly to involve only the drivers involved in any dispute resolution, so as to deal with the matter in-house. The emphasis in the system is on the drivers working it out amongst themselves with no other parties involved.

In more serious matters, of course, the Clerk of the Course and MotorSport NZ may impose whatever consequences are required by the national code.

DISPUTES AND PROTESTS:

1. Interpretation of the rules is the sole responsibility of the Series committee.
2. Where there is a dispute regarding the rules, the competitor concerned may race under appeal, at committee discretion, for the appeal to be heard at a later date.
3. Protests are discouraged, but if such a protest is to proceed, it must be put in writing to the committee and accompanied by a fee of \$250. If the protest is upheld, then the fee will be refunded and the offending driver will be allocated no points, until the breach of the rules has been rectified, to committee satisfaction. If the protest is not upheld, CMC will retain the fee into club funds.

RULE CLARIFICATION AND INTERPRETATION:

The overwhelming sentiment in the rules is:

"if it doesn't say you can't have it, then it does not mean that you can!"

Any interpretation issues re rules or the Club constitution need to be directed to any CMC committee member.

If you are not sure, then please ask for clarification. Incorrect interpretations can lead to penalties, which could otherwise be avoided.

In all cases the Club officials are figuratively speaking the policeman and the committee represents the court. All findings will be presented to the committee for a decision, so that this responsibility does not fall on the shoulders of the involved Scrutineers, Coordinators, etc.

The Club sentiment is to have an enjoyable and content time, so that ideally no dispute resolution is ever required.

G. CMC GRANDFATHERED CARS:

The list of grandfathered cars is extended to CMC's foundation members. It cannot be added to. It is a show of loyalty to the Clubs founders. Over time all grandfathered cars will be modified at appropriate intervals to fall into the Club rule structure, as engines need to be replaced, etc. To maintain grandfathered status, each car must attend at least 2 race meetings in 2 years commencing at the start of the 2012/13 season. If this is not achieved, then the car will lose its GF status. Over time, the expectation is that all the GF'ed cars will disappear. The car is GF'ed, not the driver, so the car can be sold and maintain its status provided it achieves the minimum participation levels.

The current grandfathered cars are:

15 Bruce Deihl - 1976 Torana A9X hatch - Chev engine

306 Dennis Goble - 1979 Mustang - year

43 Tony Galbraith- air jacks (not to be used at CMC events)

48 Tony Boyden- air jacks (not to be used at CMC events)

H. Technical Rules and Regulations

VEHICLE EXTERIOR:

1. The original body shape must remain.
2. In Group 2, only factory option front and rear spoilers are allowed. Apertures may be cut in the front spoiler for brake ducting only.
3. In Group 1, the front spoiler may be modified, or replaced, as long as the following criteria are met:
 - When both front tyres are deflated, the spoiler must not touch the ground.
 - When looking from directly above, no part of the front spoiler will be ahead of the forward edge of the front bumper.
4. In the absence of a complete front bumper, eg a Gen 2 Camaro, then the leading edge of the spoiler will be at committee discretion and must be reasonable.
5. Front splitters are not allowed; ie no part of the lower front spoiler will make an angle of less than 45 degrees from the horizontal.
6. Under trays are banned, ie the bottom of the front spoiler must not extend back more than 300mms from the leading edge of the spoiler.
7. Brake cooling apertures may be cut into the front spoiler.
8. All inner guards and panels must be retained in both Group 1 and Group 2. **For Group 1 the inner guard may be modified for header clearance only, a maximum of 25mm**
9. Drop tanks and safety fuel cells may be used, providing they are mounted in the original position.
10. Group 1 vehicles may replace the side and rear glass windows with Lexan or an equivalent, but the original rubbers and channels must be retained, ie they may not be riveted or screwed in. Lexan/Polycarbonate front windscreens are banned.
11. Window regulator mechanisms may be removed in Group 1 only.
12. Group 2 cars must retain all standard glass, window mechanisms and body work. **Factory option and dealer fitted alternative body kit may be used ie Shelby Mustang, Monza Mirage etc, and must be a true "production run", not a one off.**
13. Bonnet scoops are allowed, but no bonnet scoop will exceed 4 inches in height. A 15mm dispensation will be allowed for a central, midline spine, which will not be included in the scoop, flat surface, maximum height measurement.
14. Urethane panels and mouldings can be replaced with fibreglass, Kevlar, carbon or similar materials, of identical form and dimensions in Group 1.

15. All bolt on and off body panels including guards, bonnets, boot lids, bumpers, etc may be replaced with fibreglass, Kevlar, carbon fibre or alloy equivalents in Group 1 only and must be of OEM dimensions. Fixed body panels, e.g. the roof, rear $\frac{1}{4}$ panels, **sills, floorpan** or welded on sections, must remain as OEM.

VEHICLE INTERIOR:

17. Each car must retain two front seats.
18. Each front seat ~~may~~ **shall** be replaced with a purpose built race seat.
19. Rear seats may be removed to allow the fitment of a roll cage.
20. Carpets may be removed.
21. Original door and rear trim panels must be retained in Group 2.
22. The original dash must be retained **except for the dash cluster where** ~~The dash instruments can be replaced, but~~ only analogue gauges **may be used.** ~~are allowed.~~
23. Any additional dash panels must be approved by the committee.
24. Group 2 cars must retain the original steering column, **outer tube and shroud.** Replacement steering wheels however are allowed in all groups.
25. In vehicles competing in CMC prior to 2009, dash configurations outside these rules will be allowed.
26. Batteries may be relocated in the vehicle in both Group 1 and Group 2.
27. Power control module (PCM) to replace fuses are allowed.
28. All other electronic data logging from the car is banned.

TRANSMISSIONS:

29. Gearboxes are limited to a maximum of five forward gears.
30. **OE dimension bell housings must be used. An adapter plate of up to 25 mm may be used to adapt different gear boxes. The bell housing must be mounted directly to the engine block and the gear box mounted directly to the bellhousing. No extension housings are allowed.**
31. The gearbox must be mounted in the same manner as it is in the subject car, ie the rear gearbox mount must be off the rear, lower part of the gearbox.
32. Sequential gearboxes and shifter mechanisms are banned.

DIFFERENTIALS:

33. Differentials must be the same ~~type~~ **style** as the original car fitment, ie no straight rear axle can be substituted with an independent system.
34. Limited slip diffs and spools are acceptable.
35. Quick change type racing differentials are not permitted.
36. Floating hubs are allowed. **Maximum camber 2 degrees negative and non-adjustable.**
37. Differential internal modifications are free.

BRAKES:

38. ABS brake systems are banned.
39. The maximum diameter for a front brake rotor is 13 inches.
40. The maximum diameter for a rear brake rotor is 12 inches.
41. **(Rule 38 & 39 as above)**, apply to both Group 1 and Group 2 competing vehicles, however, Group 2 rotors are restricted to a maximum rotor thickness of 34mm.
42. Group 1 cars may run up to six pot callipers and Group 2 cars are restricted to a maximum of four pot callipers.
43. Pedal boxes and twin master cylinder set ups are allowed in Group 1 only and are banned in Group 2.
44. A single, dual circuit master cylinder may be used in Group 2, with or without a brake booster.
45. Brake cooling ducts are permitted. Water cooling of brakes is not permitted.

WHEELS:

46. The maximum wheel size for Group 1 is: 17" diameter by 11" wide, or 16" diameter by 12" wide.
47. The maximum wheel size for Group 2 is: 17" diameter by 9" wide, or 16" diameter by 10" wide.
48. All wheels/tyres must fit under the vehicle guards without additional flaring of the wheel arches, unless a standard fitment to the said vehicle, ie no additional flares or box guarding is allowed.
49. Guard lip flattening and some minor rolling of the lip is allowed, only at committee discretion.

50. Centre lock wheels are banned unless competing in CMC with such wheels prior to 12/07/2014. (Greg Honnor-69 Mustang/Tony Boyden- Group A Wilkinshaw Commodore).

FUEL:

51. Only pump grade petrol or race gas (avgas) is allowed.

TYRES:

52. The required Series control tyre is the Hankook Ventus, **C51 Medium compound, Z214 pattern**, grooved, semi-slick, DOT rated tyre **to a maximum width of 275mm**. No other non-wet tyre is allowed. ~~The only non wet weather tyres that may be used in CMC are the following:~~
- ~~225/45R13 C51 Z214~~
 - ~~255/50R16 C51 Z214~~
 - ~~275/40R17 C51 Z214~~
- ~~All are C51 Medium compound and Z214 Pattern.~~
53. A total of four (4) only, bar code marked new tyres are allowed per round, except for the first round of any new season where a total of six (6) new tyres are allowed.
54. Four additional previous round, bar coded to the vehicle/driver, used tyres are allowed per round.
55. There is no requirement to use 4 new tyres/round, ie a total of 8 used tyres then being available.
56. "Roaded" new tyres made to look like "old tyres" will attract exclusion from the event.
57. Additional tyres may be extended in exceptional circumstances at committee discretion.
58. **The Series control wet weather tyre is the Hankook Ventus, Z207 Wet. The maximum size allowable is the 240/610R17.** ~~Wet weather tyres are free in both Group 1 and Group 2.~~ The control Hankook wet weather tyre as above will be mandatory from 1 July 2017.

WEIGHT:

59. All Group 1 cars must weigh a minimum of 1400kg including the driver.
60. All Group 2 cars must achieve a minimum weight within 90% of the original kerb weight of the vehicle, including the driver.
61. The verifiable provision of the original vehicle, kerb weight is the responsibility of the driver in Group 2 and may be asked for.
62. Vehicles can be expected to be weighed randomly at any time, from practice to the end of a race. **The drivers of cars selected for weighing will be advised prior to the race or at the latest whilst on the dummy grid that they will be weighed post-race. When notified they will have an appropriate sticker affixed to the windscreen to indicate that the car is to be weighed immediately after the race. Once the race is completed the stickered cars are to be weighed before returning to their pit area, unless directed otherwise by the series coordinator.**
63. Underweight cars will lose all points for the relevant race/session and may lose all points for the round, at committee discretion.

ENGINE RULES:

64. The engine must be the original type for the vehicle.
65. Engine sizes:
 - Big block engines are limited to 500 cubic inches.
 - Small block engines are limited to 413 cubic inches.
66. Rev limits:
 - a) 8500rpm for engines less than 360 cubic inches.
 - b) 8000rpm for engines greater than or equal to 360 cubic inches.
 - c) 7500rpm for aluminium replacement blocks
67. **Parity. If a car has a clear excessive speed difference by time, over other vehicles in their Group, the Committee has the ability to reduce engine revs in that car by 500 rpm. If the car continues to pull away from the field, an additional 200 rpm may be reduced and so on, at the Committee's discretion.**
68. The engine block must be the same style and material as used in the production vehicle.
69. After market, heavy duty cast iron replacement blocks can be used.
70. If a heavy duty, cast iron replacement block is not available, the committee may allow a dispensation and allow an aftermarket alloy, replacement block to be used. Some exceptions may apply, eg a V12 Jaguar or cars with an existing NZ race car heritage. Where such dispensation is provided, the committee

will either provide the appropriate alloy - cast iron weight difference to be carried, or will require the driver to provide proof of the appropriate weight difference. The competitor will be required to add the appropriate ballast weight over the front axle, as close as possible to the engine mounts, irrespective as to whether the vehicle meets the minimum weight limit or not. This added weight must be able to be measured separately and verified, prior to being fitted to the vehicle.

71. Holden 304/308 engines. For Group 1 vehicles only, allowable replacement blocks are :
 - a. The GM Holden LSX block.
 - b. The cast iron DART LS Next block. (the alloy version is banned).
 - c. The World Products LS "Motown" block is specifically banned as it essentially converts the engine to 350 Chev components.
 - d. Low deck, replacement blocks are banned, ie the deck height must achieve a minimum of 9.200.
72. Cylinder heads must retain the standard method of valve actuation.eg overhead valve, overhead cam, as used in the original vehicle production engine.
73. After market and heavy duty cylinder heads may be used. In Group 2 only, the original OE valve angles, for that engine, must be maintained.
74. Internal engine components are free.
75. Sumps and lubrication systems are free.
76. No forced induction is allowed. No turbo chargers, no super chargers.
77. Nitrous oxide systems are banned.
78. OEM fuel injection is allowed, only if factory fitted for the respective vehicle. A maximum of four flaps is allowed to control air flow.
79. Inlet manifolds are free.
80. For engines less than 4500cc, multiple carburettors are allowed.
81. For engines greater than 4500cc are allowed one four barreled carburettor only.
82. Multiple carburettors for other period correct vehicles will be looked at on a case by case basis.
83. 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 **and** or vacuum **advance solely within the distributor. No programmable ignition timing devices are allowed. No rev cut or any other system that allows full throttle gear shifting (flat shifting) is allowed.** MSD or MSD2 ignition units are allowed.
84. The engine must be placed within 25mm of the OE position.

85. All electronic data logging is specifically banned. This includes engine data logging.

SUSPENSION RULES - Group Two:

Unless otherwise specified in these regulations, all suspension components, sub frames, cross members and steering components shall be as originally fitted by the manufacturer and must operate as such.

The exceptions to this are:

86. OE arms only are to be used, but may be strengthened.
87. Spring and shock absorber rates are free, but the original mounting points, spring seats and spring seat positions must be used and the springs must be of the original manufacturer's external coil diameter.
88. Rubber bushes may be replaced by urethane bushes.
89. Front and rear sway bars and their mountings are free, but no adjustment is allowed from inside the cabin. Linkages from the suspension to the sway bars are free, provided no hydraulic or rocker arm systems are used. The bar may be solid or tubular.
90. Shock absorbers must not exceed two way adjustment. No external gas canister, or electronic shock absorber control is allowed.
91. Front and rear suspension bump stops are free, but must remain in the standard position and must act only as originally intended.
92. No additional locating arms, or traction devices may be added to the front or rear suspension, e.g. Watts linkages and tramp rods are banned.
93. Original suspension mounting points must be used, but mounting holes **for the top inner arm only** may be shifted within a 25mm radius from the original hole centres, in any one direction, ie only one mounting point, other than the original can be used. **In the case of a McPherson strut type suspension the bottom arm may be moved within a 25mm Radius as long as the top of the strut is within the confines of the original mounting cavity (reason there are more than one set of holes available in top mounts for alignment purposes)**
94. OE type front uprights may be replaced, but such a replacement upright shall be of a single piece, cast or forged steel construction. No hand fabricated units are allowed. Drop spindles are not allowed and the stub axle must remain in the original position. **The original cast hubs may be replaced with steel copies of original dimensions.**
95. The steering box may be replaced by another. Steering racks are excluded unless an OE fitment. Steering shafts and couplings beyond the steering column are free.
96. Power steering is allowed, provided that the system utilises solely, hydraulic assistance from a pump driven from the front of the engine crankshaft.

SUSPENSION RULES - Group One:

Unless otherwise specified in these regulations, all suspension components, sub frames, cross members and steering components shall be as originally fitted by the manufacturer and must operate as such.

The only exceptions to this are:

97. Fabricated A arm assemblies of OE dimensions may be run.
98. OE A arms may alternatively be strengthened.
99. Spring and shock absorber rates are free. The shocks are to be a maximum of 3 way adjustable. Front shocks may be moved 25mm off axis at one end. Front shock length is free.
100. Gas canister, shock absorber control is allowed.
101. Shock absorber adjustment is excluded from within the cockpit.
102. Electronic shock absorber assistance/control is not permitted.
103. Front suspension - where fitted as standard, coil over shocks may be substituted for adjustable versions. Each coil must remain concentric to the original seat and the shock will attach to the same point at one end.
104. Each original coil spring, leaf spring and torsion bar may be replaced, provided the replacement spring is of the same type in the OE position.
105. Original suspension mounting points must be used, but the mounting holes may be shifted within a 25mm radius from the original hole centre. Only one mounting point, other than the original, can be used.
106. OE type front uprights may be replaced but such a replacement item will be of a single piece, cast or forged steel/ferrous construction, ie no alloy or aluminium versions allowed. No hand fabricated units are allowed. After market dropped spindles, eg of a Castlemain type, are allowed. Stub axles may be replaced/enlarged/reinforced.
107. Rubber suspension bushes may be replaced with spherical bearings or urethane type bushes.
108. Local modification to the suspension arm is permitted to facilitate the fitment of an alternative diameter cylindrical housing, into which the replacement bushing/spherical bearing must be fitted.
109. Suspension joints on unsprung components may be replaced, eg a ball joint can be replaced with a spherical joint. Suspension control arms may be locally modified to facilitate such a replacement. The pivot point of any replacement joint must remain in the same location as the original component and fixed.
110. The effective length of the front suspension arm can be altered by threaded rod ends only and this applies to the body/chassis/sub-frame attachment end, but the movement of the arm must not exceed 25mm in total.

111. On vehicles with a live rear axle, (Rule 108 as above), applies to both ends of the rear suspension arms.
112. For automobiles with an independent rear suspension, the suspension arm modification, is limited to the sprung end of the suspension arm, ie only to the chassis/body/sub-frame attachment end.
113. Torsion bar housings may be made adjustable to permit ride height adjustment and must be operational.
114. Watts linkages and Panhard rods are allowed to be added.
115. The original spring, leaf, coil or otherwise, must remain to be fully functional when the shocks and bump stops are removed and the car must be able to be driven a significant distance, eg a full circuit lap.
116. Rear hangers for leaf springs are free as to length and material.
117. Leaf spring attachment to the diff is free and may be loose or sliding. The front end of the leaf spring must be permanently attached to the chassis/body, ie may not be "loose or sliding."
118. A total of two shock absorbers only are allowed to operate the rear suspension, ie one each side. The mounting and position of each shock absorber is free. They are to attach directly to the body and rear axle only. They may be positioned behind or ahead of the rear axle.
119. Rear suspension/leaf spring bushes may be replaced by others of free design. (see Rule 116 above). Replacement buses may be welded into the arms.
120. Suspension bump stops are free and devices to prevent suspension droop are allowed.
121. A maximum of two additional locating arms "antitramp arms", may be added to the rear suspension of leaf spring cars. Mounting brackets for these may be added to the body shell and diff clamp plates positioned. Bushings for these arms are free.
122. Three link style rear suspensions are allowed. The three link may contain an additional shock and spring.
123. Original, rear suspension, link arms must remain, but may be replaced or strengthened.
124. Coil over shocks are allowed in the rear of all Group 1 cars.
125. Front and rear sway bars and their mountings are free. They may be either solid or tubular. No adjustment from within the car is allowed. Linkages from the suspension to the sway bar are free, provided no hydraulic or rocker systems are used.
126. Steering box and column assemblies may be modified or substituted. Steering shafts and couplings are free.
127. Demountable steering arms and outer tie rod ends are free.
128. A steering rack replacement for a steering box is allowed, including the means to mount the rack to the vehicle.

- 129. Power steering, either hydraulic or electric, is allowed.
- 130. Air jacks are not allowed. ~~Except for the below grandfathered cars:~~

~~Tony Galbraith, Tony Boyden~~

SPONSORS:

- 131. Series sponsor windscreen banners must be **displayed** at all times during the series.
- 132. Other Series sponsorship decals must be **displayed** as directed by the committee.
- 133. ~~An NZV8 decal is to be displayed prominently on the front and both sides of the vehicle. The front decal must be obvious when the vehicle is viewed from directly in front.~~
- 134. ~~A Hankook decal is to be displayed prominently on both sides of the vehicle, preferably on the side of the front guards.~~
- 135. ~~A Hankook overall patch is to be worn on the front of all competing driver's overalls.~~
- 136. Failure to display the appropriate, required sponsors insignia and in the appropriate positions, may result in points exclusion at the time, or retrospectively or exclusion from the track.



Proud to be CMC Series Sponsor

Revision History

Rev 1	11/7/2016	Added rule 67 – Parity rev limit
Rev 2	18/7/2016	Tidy up sponsorship rules 131-135