



## Central Muscle Cars

### Rules 2019/20 Season

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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. Deleted.
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 \$750 for any new member, including tech inspection fee.
2. The Central Muscle Cars annual membership fees will be as follows:
  - a. Membership renewal \$500 per annum for series competitors.
  - b. Non-racing CMC associate membership \$100 per annum.

Only fully financial members may compete within the series. The season runs from 1 July - 30 June.

3. A tech / scrutineering fee of \$250 per inspection will be charged for any new vehicle applying to join the series, the first of which is included in the New Member Fee.
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. Only Group 1 members can vote on issues/remits that relate to and affect Group 1 cars and Only Group 2 members can vote on issues/remits that relate to and affect Group 2 cars.
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.
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. Special meetings cannot be raised or held for a Technical Rule Change.
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, who have raced in two or more events over the last two seasons, at any one time. Committee members are expected to serve out any one season term. Nominations for executive positions must be with the Club Secretary at least 14days prior to the AGM. The President is to be elected for a minimum period of 2 years.
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. The Series Coordinator shall be a stand-alone position and must be applied for by an expressions of interest type system. The Series Coordinator is not eligible to sit on any other committees.
13. 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.
14. Drivers must attend the CMC Drivers Meeting at each track or get someone to attend on their behalf if and only if they are unable to attend themselves. This must be a person who is able to pass on the relative information to the driver. At the Committee's discretion, a penalty may be awarded to drivers who do not attend or have someone sub.

### **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:
  - Ford Falcon XD and XE models
  - 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. Each car must also have a CMC approved Stop/Stall light mounted in the rear window, preferably top of rear screen, as well as standard brake lights. This is a safety feature as it acts as a brake light and stall warning light. If you do not have the Club Approved Stop/Stall Light installed, you will be excluded from the Meeting.

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. The committee may choose to acquire further outside help and expertise to aid with this process. The technical committee may request that an unmodified road car be made available 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: 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

19. If you are found to have a Breath/Alcohol level above Zero, you will not be allowed to race with CMC for the balance of the meeting.

#### **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 10 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 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 5<sup>th</sup> 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 30seconds will be added to your total race time for every second that you break out by. i.e. If you better by 2sec then 60sec 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.
12. All new drivers must start off the back of the grid for their first two scratch races.
13. Starting on the wrong Flag Drop in a Handicap Race will add 20 Seconds to your Race Time. Each Flag Drop jumped will have 20 seconds added to your time eg, starting 2 Flag Drops early will be an additional 40 Seconds added to your time.

## 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 1<sup>st</sup>, down to 1 point for 50<sup>th</sup> position.
4. Points will be awarded for posting a qualifying time. Points will also be given for the individual qualifying position on the basis 1<sup>st</sup> 10pts, 2<sup>nd</sup> 9pts 3<sup>rd</sup> 8pts... 10<sup>th</sup> 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:

*The aim of the below rules 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. In more serious matters the Clerk of the Course and Motorsport NZ may impose whatever consequences are required by the national code.*

1. If you are involved in an on-track incident during (Qualifying or: passed but will be introduced in the 2020/21 Year) a race, i.e. any vehicle to vehicle contact, the driver must report to the Driving Standards Observer (DSO). After a 30 minute 'cooling down' period and within one hour of the race conclusion, 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.
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 50 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 50 point minimum loss will be handed out to the driver causing the incident.

4. If contact is made, it must be reported to the DSO - Driving Standards Observer within the given timeframe, who with the drivers involved, will determine who was at fault and the appropriate penalties will apply. If an agreeable outcome is not reached the committee may become involved and a final decision will be made. The DSO has the ability to ask for any further appropriate information, such as in-car camera footage which must be provided. This role may be replaced at any time by a CMC appointed DSO, MSNZ appointed DSO or CMC designated official for the meeting.
5. As well as the penalty system above, drivers that make contact more than once in a race meeting or who regularly make contact will be stood down for one race meeting. Enforced by the committee.

If you are responsible for making contact twice more at a subsequent meeting, you will be stood down for an additional 2 meetings.

If you are responsible for making contact twice, in a third meeting you may be expelled from the Club.

In order to achieve a "Clean Slate" and for the count to re-start, you will need to attend 3 Meetings and be Contact Free. The above is at the Committee's discretion.

## **DISPUTES AND PROTESTS:**

6. Interpretation of the rules is the sole responsibility of the Series committee. *The club committee, series coordinator or tech committee will only deal with the Driving Club Member over rule interpretation, not other family members, team members or car fabricators.*
7. 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.
8. Protests are discouraged, but if such a protest is to proceed, it must be put in writing to the committee using the appropriate Complaint/Protest form and accompanied by a fee of \$250. If the protest is upheld, then the fee will be refunded, and the offending driver will be penalised accordingly. If the protest is not upheld, CMC will retain the fee into club funds.
9. The committee can override a MSNZ decision in extenuating circumstances when it affects CMC points or rules.



## **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. Ask the Committee or Tech Committee before you use it or add it, just because you think it is OK does not mean it is.

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. Current GF cars that are sold to new owners will need to meet the current rules before being allowed to race with CMC.

The current grandfathered cars are:

306 Dennis Goble - 1979 Mustang: Year

43 Tony Galbraith - Charger: Air jacks

48 Tony Boyden - Walkinshaw Commodore: Centre lock wheels

69 Greg Honor - 1969 Mustang: Centre lock wheels

## H. Technical Rules and Regulations

### VEHICLE EXTERIOR:

If the Committee or Tech Committee deem Technical Issues to be Serious enough, the Driver may be stood down from that meeting and they would not be eligible to race with CMC until the Issues have been proven, to be rectified. These would be issues where something has been altered or changed to gain a competitive advantage or items that are outside of the Club Rules.

Where issues are of a lesser nature, a 100 point Penalty will be awarded to that Driver and a one meeting Grace period would be given to rectify. If the items are not rectified, the Driver would not be eligible to race with CMC until the issues were corrected.

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 rear spoiler/wing must be of original manufacturers equipment only. 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. A 100 Point Penalty would apply here if this happened. It would be expected that this issue would be rectified by the next meeting.
  - When looking from directly above, no part of the front spoiler will be ahead of the forward edge of the front bumper.
  - Even though front spoilers may be modified, they must look period correct for the car.
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.
6. Under trays are banned, i.e. 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 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 100mm (4") in height at any point above the standard bonnet. Compared to a factory bonnet. A 15mm dispensation will be allowed for a central, midline spine, which will not be included in the scoop, flat surface, maximum height measurement. A 100 Point Penalty would apply here if your Bonnet was outside of this. It would be expected that this issue would be rectified by the next meeting.
14. Urethane panels and mouldings can be replaced with fibreglass of identical form and dimensions in Group 1. Kevlar, carbon fibre and composites are banned.
15. All bolt on and off body panels including guards, bonnets, boot lids, bumpers, etc may be replaced with fibreglass or alloy equivalents in Group 1 only and must be of OEM dimensions. Fixed body panels, e.g. the roof, rear quarter panels, sills, floor pan or welded on sections, must remain as OEM. Kevlar, carbon fibre and composites are banned.
16. *Spare*

### **VEHICLE INTERIOR:**

17. Each car must retain two front seats. Both the driver and passenger harness belts must be compliant at all times.
18. Each front seat 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 only analogue gauges may be used.
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 or up to 40mm for the use of a Hollinger RD5 gearbox only. 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 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. If you were found to be outside of this, i.e. greater than 2 degrees, a 100 point penalty would apply. It would be expected that this issue would be rectified by the next meeting.
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. A 100 Point Penalty would be awarded if outside of this. It would be expected that this issue would be rectified by the next meeting.
40. The maximum diameter for a rear brake rotor is 12 inches. A 100 Point Penalty would be awarded if outside of this. It would be expected that this issue would be rectified by the next meeting.
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. A 100 Point Penalty would be awarded if outside of this. It would be expected that this issue would be rectified by the next meeting.

42. Group 1 cars may run up to six pot callipers and Group 2 cars are restricted to a maximum of four pot callipers. A 100 Point Penalty would be awarded if outside of this. It would be expected that this issue would be rectified by the next meeting.
43. Floor Mounted or Top Mounted Pedal boxes and twin master cylinder set ups are allowed in Group 1 only however Floor Mounted Pedal Boxes and are banned in Group 2.
44. Aftermarket Top Hung Pedal boxes are allowed in Group 2. A single, dual circuit master cylinder may be used in Group 2 but must be mounted on the Engine side of the Firewall, 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. Vehicles must be within 20mm overall, of standard production vehicle widths. ( ± 10mm per side). Refer to Tech Committee for a list of the standard widths of cars.
50. Centre lock wheels are banned unless competing in CMC with such wheels prior to 12/07/2014.

### **FUEL:**

51. Only pump grade petrol or race gas (avgas) is allowed. If your Fuel is found to be outside or above the Octane Rating of AV Gas, you will be excluded from the balance of the meeting and all points would be wiped for that meeting.

### **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. Tyres must be Marked Pre-Qualifying by the Club Assistant or a 100 Point Penalty will be awarded. Tyres must be made available in the Pit area to be marked and it is up to the driver or their crew to assist in this task.

53. A total of four (4) only, bar code marked new tyres (Slicks or Wets) 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 or Club Marked 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. Using more than 4 New Slicks or 4 New Wets at any 1 meeting or more than 8 tyres of one kind (Slicks or Wets) at any one meeting, the Driver will be excluded from that meeting and will lose all points for that meeting.
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. The control Hankook wet weather tyre as above will be mandatory from 1 July 2017. A maximum of 8 Wet tyres per round are allowed, 4 new and 4 previously marked used.

#### **WEIGHT:**

59. Deleted.
60. All cars must weigh a minimum of 1500kg including the driver.
61. Deleted.
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. If your car weighs under 1500kg including the driver, you will not be allowed to race with CMC for that balance of the meeting and all points for that meeting will be removed. Refusing to be Weighed as directed by the Committee, will exclude you from the meeting and all points for that meeting will be removed.

## ENGINE RULES:

64. The engine must be the original type for the vehicle. In the interests of keeping our engines under control, we restrict the NASCAR Style Engines to the following:

- Chevrolet is SB2 & SB2+2 engines only, no modern RO7 or later style engines
- Ford is D3 & D4 style engines only, no FR9 or later style engines
- Mopar is R5 style engines, no R6 or later style engines
- Commodores or Torana's that run standard OE Engines, either 304 or 308 style OE Holden Blocks, are allowed to run at 1400kg. No Aftermarket Blocks allowed at this weight, maximum cubic inch allowed is 355ci.

65. Engine sizes:

Big block engines are limited to 500 cubic inches.

Small block engines are limited to 413 cubic inches.

If you are found to have an engine capacity larger than the Club Rule, you will be excluded from the meeting and all points for the season will be void.

You will not be eligible to race with CMC again until it is proven, that your engine meets the Club Rule.

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

RPM Chip or Setting higher than Club Rules, will exclude you from the meeting and all points will be removed.

At the Committee's discretion, an RPM Logger may be fitted into cars to monitor maximum RPM.

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 only, LS Style replacement cast iron blocks are allowed. This includes GM and Dart blocks.
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. Air intake systems other than traditional air cleaners, shall only draw air from the rear cowl area.
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 barrelled 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 crank triggers or similar 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. A control connector must be present in the wiring harness at the distributor end in order for the Tech Committee to be able to check RPM limits if and when required. Available from the club at your cost.
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. Front springs are limited to one spring per side.
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:

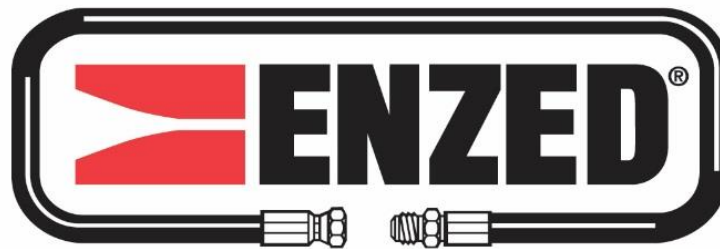
97. Fabricated A arm assemblies of OE dimensions may be run.
98. OE A arms may alternatively be strengthened.
99. Spring and shock absorber rates are free. The shocks are to be a maximum of 3 way adjustable. The shock mount may be moved 25mm at one end only, within a radius of the original mounting point.
100. Gas canister, shock absorber control is allowed.
101. All suspension adjustment is excluded from the cockpit, with the exception of the third link.
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 Castlemaine 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 un-sprung 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 "anti-tramp 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. The top link must run forward and be mounted to a load sharing mount. The front pivot point is to extend no further than the original rear trailing arm/rear spring mounting points
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. The rack must be an OE rack off a standard production road car, not a one off custom built rack. Where a steering box is replaced by a steering rack, if the steering box was originally 'rear mounted' then the rack must also be mounted at the rear of the cross member or supporting member. Same applies if front mounted.
129. Power steering, either hydraulic or electric, is allowed.
130. Air jacks are not allowed.

**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. Failure to display the appropriate, required sponsors insignia and in the appropriate positions as Directed by the Committee will result in A 100 Point Penalty at the time, or retrospectively or exclusion from the track. It is expected that the issue would be resolved or rectified by the next meeting.



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