



Production Muscle Car Rules

CONSTITUTION:

To promote a class for Production Muscle Car enthusiasts to be able to race their road driven cars. To eliminate the need for expensive and extensive modifications to their valuable classic performance car to be competitive with purpose built racecars.

1. ADMINISTRATION

- a) **Membership Fees:** Subscriptions for drivers membership are **\$100.00 per annum**, (Associate membership is \$30.00)
- b) The series will be run and promoted in one class.
- c) Only financial members who have competed in one or more Production Muscle Car races may vote on technical matters.
- d) Rules may only be changed by a 100% for or against vote by all current financial members.

2. PROTESTS

- a) Protest must be received in writing and accompanied by the protest fee of \$50.00 on the same day as the alleged technical breach.
- b) If the protest is upheld the protest fee will be refunded. If a protest is judged by the committee to be unfounded in part or in whole protest shall be retained by association. These monies will be used for the promotion and organization of the Production Muscle Car Series as the committee sees fit.
- c) Cars may be scrutineered at any meeting if a protest is made in writing accompanied by the protest fee. Should a vehicle be found in breach of the rules, this may result in disqualification, subject to Rule 8.
- d) When there is a dispute regarding the regulations the competitor concerned may race under appeal to be heard at a later date.

3. POINTS

- a) Points will be awarded as set out below at Nominated Championship rounds only. The committee reserves the right to change the status of a particular round or race no later than one week before the meeting. Each round of the series will comprise of up to 3 races.
- 1. 1 Scratch Race**
 - 2. 1 Reverse Grid Race**
 - 3. 1 Handicap Race**
- b) All three races count for championship points. Points will be awarded according to the following schedules. It is the responsibility of each driver to ensure that their placings for each race are recorded in the point's book on the day, being the first 3 races at each meeting.
- c) At the end of the season the series champion shall be that person whom has accumulated the most points. In the event of a tie, the competitor with the better finishing record will be awarded the win. Second and third place getters will also be recognized.
- d) Within the overall points championship two other championships will be run concurrently.
- I. First being the highest point's scorer, second and third respectively for the **Six Cylinder** Class place getter.
 - II. First being the highest point's scorer, second and third respectively for the **Performance Road Muscle** Class place getter.

Points Table

Class points are awarded to the first 20 finishers and one point is awarded to all competitors for starting practice and a further pint for each race started.

First	= 20 Points
Second	= 19 Points
Third	= 18 Points
Forth	= 17 Points
Fifth	= 16 Points
Sixth	= 15 Points
Etc	

4. ELIGIBILITY

- I. Mid and rear engine vehicles, sports cars and Japanese vehicles are excluded.
- II. Vehicles must be a recognized production 4 seater saloon car of six or more cylinders, manufactured or in series production prior to 31st December 1985.
- III. Vehicle units manufactured must be a minimum of 250.
- IV. Sponsors decals will be provided and must be prominently displayed on both sides of all competing vehicles.
- V. All competing vehicles must run the official Production Muscle Car banner with the current sponsor's logo.
- VI. Interpretation of the rules on race day is the sole responsibility of the series official scrutineer, who will report matters to the committee.
- VII. The Production Muscle Car committee reserve the right to:
 1. Scrutineer vehicles both privately and trackside.
 2. Exclude any vehicle they believe is not in keeping with the spirit of the series.

5. TECHNICAL

a) Engine

- I. Blocks and heads to be original type as fitted to production vehicle or an alternative that has no advantages as deemed by the committee and must stay in original position. HD blocks are not permitted e.g. some XE Falcon.
- II. No external matching modifications permitted e.g. aluminum high port conversions.
- III. Internal parts are free unless otherwise stated.
- IV. Exhaust manifolds and crank dampeners are free.
- V. Sumps may be modified, dry sumps and external pumps are not permitted.
- VI. Titanium valves, camshafts and cranks not permitted.
- VII. Titanium or aluminum rods are not permitted.
- VIII. After market fuel, water pumps and fuel line may be used.

b) Induction

- I. Turbocharging, Supercharging, Nitrous Oxide and fuel injection are not permitted.
- II. Cold air boxes are permitted.
- III. Six Cylinder cars may run Weber's.
- IV. Six and eight cylinder cars may use a single 4-barrel manifold and a single 4 barrel carburetor maximum.

c) Gearbox

- I. Gearboxes from other vehicle manufacturers, with the same number or forward gears may be used, but ratios, gears and shifters must remain standard, or an alternative that has no advantages as deemed by the committee.

d) Differential

- I. Rear axle assembly must remain as manufacturers specifications or an alternative that has no advantages as deemed by the committee e.g. Ford 9"
- II. Floating hubs are not permitted.
- III. Limited Slip diffs and Detroit lockers are allowed. No spools or Torson type units permitted.
- IV. Diff ratios are free.

e) Suspension

- I. Suspension design must remain as manufactures specifications e.g. McPherson strut, if standard must remain.
- II. Original mounting points must be employed accepting that holes must be slotted up to a maximum of 10mm.
- III. Original suspension arms must be retained though these may be strengthened.
- IV. Springs, shocks and sway bars are free but must retain original mounting points. Coil over shocks are not permitted.
- V. Panhard rods, watts linkage and tramp rods are not permitted unless they are a factory item.
- VI. Rubber bushes may be replaced with urethane.
- VII. Cars with IRS suspension are to be limited to .7 negative camber.

f) Brakes

- I. Drums and calipers must be standard, as fitted to the production vehicle unless front standard drums which may be replaced with next year up disc and caliper from the closest model. Front rotors may be of competition type but must remain the same diameter as the production vehicle.
- II. Rear drums may be replaced with a stock disc rear set up off a production vehicle (single pot slider) from Ford, Chev or Holden. Race committee approval must first be obtained.
- III. Front calipers must be original and one pot, one caliper per wheel unless an exemption is deemed fair by the committee
- IV. Linings, pad materials, solid and flexible lines are free.
- V. Brake bias valves and air cooling ducts may be fitted.
- VI. ABS or antilocking aids are not permitted.
- VII. Dual circuit brakes may be fitted to vehicles with single systems.
- VIII. Ford V6 Capri's and XU1s may use original calipers.
- IX. Large heavy vehicles (vehicle has to be a minimum of 1850kg curb weight excluding driver) e.g. Big Block Chryslers may retain their 4 spot calipers.

g) Wheels and Tyres

- I. Tyres are to be:
 - DOT rated (eligible for warrant of fitness when new)
 - Minimum speed rating of **Z** (= 150+mph or 240+kph)
 - Maximum traction rating of **AA**
 - Maximum temperature rating **A**
 - Minimum tread ware rating of **180**
 - Minimum tread depth (when new) of **9/32"** or **7.1mm**
- II. No tyres of race type like Hoosier, TA Comp R1, A008R, RE71R, Toyo RA1, Dunlop D78J or similar are not permitted.
- III. Wheels and tyre size is free as long as they fit under the stock guard.
- IV. Any members considering purchasing new tyres should consult with the committee first.
- V. Tyre softeners and adhesives are not permitted.
- VI. 4 stud hubs may change to a 5 stud hubs to accept a wider range of wheels.

h) Ignition

- I. Distributors and coils are free, crank trigged ignition or engine management systems not permitted.

i) Clutch

- I. Clutch and flywheel are free.

j) Vehicle Exterior

- I. Original body shape must remain, panels may not be changed, lightened or modified. Front wheel arches may be relieved for turning wider wheels.
- II. Drop tanks are not permitted.
- III. Spoilers, flares etc may not be used unless available as standard on the production vehicle. After market commercially available air dams and rear spoilers may be used at the discretion of the Production Muscle Car committee.
- IV. Vehicles must remain within 2½% of manufacturer's specified weight. All competing cars to be weighed prior to competition.

k) Vehicle Interior

- I. Interior must be standard and remain in original position excepting supplementary gauges, steering wheel, seat belts, 2 front seats and minimum spec roll cage. (Add 50kg to vehicle weight).

l) Fuel

- I. Racing fuel must be maximum of 100 octane. Racing additives are not permitted.

m) Fuel Tanks

- I. Fuel cells may be used but must be of the same capacity of the original tank and must be fitted in the original position and must be full of fuel for every race.
- II. Fuel lines and delivery are free.

n) Radiators

- I. Radiators are free but must remain in the original position.

o) Oil Cooling

- I. Remote oil filters and oil to air coolers may be fitted.

p) Batteries

- I. Batteries may be relocated to the boot.

q) Authenticity

- I. Replicas are permitted but must be identical to the original in every way i.e. right down to decals and instruments.

r) **Starters**

I. Starters are free.

s) ***If it doesn't say you can do it then don't do it!!!***

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