



www.musclecarracing.co.nz

email: info@muslecarracing.co.nz

Constitution & Rules as from October 2011

1. Constitution

- 1.1. Promotion of a class for the owners of race prepared muscle cars, which have been modified specifically for circuit racing competition and to actively encourage competitors to build vehicles of this type and to act as a register for these vehicles and their owners.
- 1.2. For cars slightly outside Northern Muscle Car rules an Invitation Class has been created to enable those cars to compete under certain constraints for up to one season, if approved by the club. The intention is that those cars are encouraged to be modified to comply with our rules. Please email the committee at info@muslecarracing.co.nz with driver and car details to request an invitation.

2. Articles of the Constitution are as follows:

- 2.1. The membership fee to Northern Muscle Cars will be \$200.00 for competitors who wish to race within the series. The same rate applies to Invitation members. For non-racing associate members the annual fee is \$30.
- 2.2. Only financial members may compete within the series.
- 2.3. Only current financial members who have raced in one or more events within the series may vote on technical matters, however Invitation members have no vote.
- 2.4. A rule change may be proposed by a remit (in writing) being filed with the committee, at least seven days before the Annual General Meeting.
- 2.5. Rule changes can occur by a majority vote of the members present at either the Annual General Meeting or a Special Meeting, however Invitation members have no vote.
- 2.6. To call a special meeting all committee members must be advised that a emailed request giving seven days notice calling for a Special Meeting has been received by the secretary of the Northern Muscle Cars, info@muslecarracing.co.nz

3. Eligibility to compete within the series:

- 3.1. GT and GT style saloon muscle cars and fixed head sports cars that were in production before 31.12.1983 (dispensation will be provided by the Committee for cars manufactured after this date but prior to 31.12.1991, that are currently competing in the series or that are currently under construction. Dispensation to be applied for by writing to the committee prior to 1 November 2008. In considering requests for dispensation, the Committee reserve the right to exercise their discretion around floorpan or exterior requirement issues.). All cars must be fitted with a full roll cage and comply in every aspect with the class regulations and the Motor Sport Association of New Zealand safety rules. A current logbook must also be supplied.
- 3.2. No vehicles fitted with rotary engines.
- 3.3. No vehicles fitted with four-wheel drive.
- 3.4. No vehicles with mid or rear mounted engines.
- 3.5. Vehicles must be a recognised production car of one hundred or more units with six or more cylinders.

4. The Series

- 4.1. The Series will be run in three classes.
 - Class A – for cars and drivers that are faster than 1:6.5 at Pukekohe
 - Class B – for cars and drivers that are slower than 1:6.5 at Pukekohe
 - Invitation class for vehicles slightly outside the rules.

5. Format of Series

- 5.1. It is envisaged that most events will allow for three races to be held on the day.
- 5.2. Starting format will be at the discretion of the controlling club on the day.
- 5.3. For the handicap races a 'Bust Out Rule' could be applied. This could occur if you have not notified the competitor relations officer that you had previously had a vehicle problem that produced a slower than normal track time by one or more seconds. The result being either 'exclusion from the race' or a time penalty may apply. The committee will make this decision.

- 5.4. If a driver and car combination is in Group B and in three separate races exceeds the split time currently 1:6.5 they will be moved to class A with no points.

6. The Committee

- 6.1. The committee will be a minimum of four and maximum of six financial members of the association who will be selected either by election or on a volunteer basis. They will serve for the current financial year.

7. Disputes and Protests

- 7.1. Interpretation of the rules is the sole responsibility of the series committee.
- 7.2. Where there is a dispute regarding the rules, the competitor concerned may race under appeal, to be heard at a later date.
- 7.3. Cars may be scrutineered both trackside and/or privately.
- 7.4. Protests must be received in writing with a fee of \$50.00. 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.
- 7.5. Should you compete with a vehicle that is subsequently found to be outside of our rules, you could face a penalty imposed by the Series Committee.
- 7.6. No competitor will be allowed to race the series continually outside of the rules.

Existing and new competitors who compete with vehicles that don't comply will race for no points. They will be notified of the changes to be made and must make these changes within eight (8) weeks. Failure to do so will result in the vehicles being unable to compete until compliance is made.

8. Points

- 8.1. At the end of the season, the class champion shall be the person who has accumulated the most points. In the event of a tie, the person with the better finishing position record will be awarded the win.
- 8.2. The Invitation class will not receive points.

8.3. Points will be awarded as follows:

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

8.4. One point will be given for starting practice and one point will be given for starting each race.

9. Technical Regulations

- 9.1. The engine must be the original type for the vehicle in question eg. Ford in Ford, or Holden in Holden etc. Some exceptions do apply eg. Chevy in Holden Monaro. Please check with the committee.
- 9.2. 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 aftermarket or heavy duty cast iron option is not available the committee may provide dispensation and allow the use of an aftermarket alloy block. Where dispensation is provided, the competitor will be required to provide proof of the weight difference between the alloy block and a complying production cast iron block. The competitor will be required to add ballast equivalent to the calculated weight difference, above the front axle line of the vehicle. In the case of an alloy block replacement for the Holden 308/308 the cubic capacity must be not greater than 355 cubic inches.

- 9.3. Cylinder heads must stay the same method of valve actuation (eg: overhead valve, overhead cam) as used in the production vehicle's original engine. After market and heavy duty versions can be used.
- 9.4. Internal engine components are free.
- 9.5. Sumps and lubrications systems are free.
- 9.6. No forced induction allowed e.g. no turbochargers, superchargers or nitrous oxide injection. Fuel injection is permitted only if factory fitted for the respective vehicle. There is a maximum of four flaps allowed to control airflow.
- 9.7. Inlet manifolds are free. For vehicles below 4500cc multiple carburettors are permitted. For all others only one carburettor is permitted.
- 9.8. Ignition timing is free.

10. Transmission

- 10.1 Gearboxes are limited to a maximum of five forward gears.
- 10.2 No sequential gearboxes or shifters allowed.

11. Differential

- 11.1 Differentials must be of the same type as the original i.e. no Independents in place of straight rear axles. Limited slip diffs or spools are acceptable.
- 11.2 Aftermarket racing differentials e.g. quick-change rears are not permitted.
- 11.3 Floating hubs are allowed.
- 11.4 No form of traction control or aid is allowed apart from anti tramp rods.
- 11.5 Internal modifications are free.

12. Suspension

- 12.1 Front and rear suspension design must remain as per manufacturer's specifications. Original mounting points must be used, but mounting holes may be moved a maximum of 25 mm from the original hole centres.
- 12.2 Fabricated arm assemblies to replace originals are not allowed. However arms may be strengthened. Original arms are allowed to be made adjustable. Exemption by application (for safety reasons).

- 12.3 Spring and shock absorber rates are free. Original mounting points and seats must be used, but may be moved 25mm. Coil over shocks are permitted.
- 12.4 Watts linkage and panhard rods may be added.
- 12.5 Rubber bushes may be replaced with urethane bushes and/or spherical bearings and rod ends.

13. Brakes

- 13.1 All cars may run up to a six piston calliper i.e. one disc/one calliper per wheel.
- 13.2 Maximum of a 13-inch front rotor and a 12-inch rear rotor.
- 13.3 No ABS Brakes permitted.
- 13.4 After market pedal boxes may be used.
- 13.5 Cooling ducts are permitted.

14. Wheels and Tyres

- 14.1 Size is free, but it must fit under the car without flaring the wheel arches.
- 14.2 Tyres used must be DOT approved race tyres only.
Members are expected to use Kumho Victor Racer V700 or V70A tyres of the K9 compound.
The use of other manufacturers DOT approved tyres may be approved by the Committee on a case by case basis (to allow for exceptional circumstances such as the use of period rim sizes that limit tyre selection).
Wet weather racing tyres (i.e. not required to be DOT approved) are allowed for races when they are deemed to be wet.

15. Vehicle Exterior

- 15.1 Original body shape must remain.
- 15.2 No flared guards unless factory option. Wheel arch lip may be rolled to clear larger tyres.
- 15.3 Only period front and rear spoilers may be used. 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. The rear spoiler must not rise above eight inches from its fixed point to the top of the spoiler nor protrude past the rear bumper.
- 15.4 Bonnet scoops may be used, maximum height being four inches.

- 15.5 Steel panels may not be replaced with composite or alloy panels unless replacements are not available. The composite or alloy panels must be of original shape and weight.
- 15.6 Perspex or Lexan windows are permitted, but must be mounted in original window regulators and/or rubbers. Extra screws and rivets can be used to secure the window material providing the fasteners are not visible. Perspex/lexan windows must be fitted as per MANZ safety specs i.e. two straps must be fitted to the rear screen.
- 15.7 Brake cooling ducts may be used.
- 15.8 Drop-tanks and safety fuel cells may be used providing they are mounted in their original location. Exemptions may apply at committee's discretion.

16. Vehicle Interior

- 16.1 Driver seat must be replaced with an approved race seat (as per current Manz rules). It is optional whether the passenger seat is fitted. Rear seats may be removed to allow the fitting of a roll cage.
- 16.2 Door and front and rear trim panels may be replaced with aftermarket materials, and no cavities may be visible. Hood linings are optional.
- 16.3 Carpet may be removed.
- 16.4 The dash must retain the original shape and position but can be made of an alternative material. Exemptions for prior competing vehicles will remain.
- 16.5 A roll cage to MANZ specifications must be fitted.

17. Replicas

- 17.1 Replicas are permitted but must be identical to the original in every way.

18. Fuel

- 18.1 Only pump grade petrol or race gas (avgas) is permitted.

19. Batteries

- 19.1 Batteries may be relocated.

20. Weight

- 20.1 The vehicles minimum weight must remain within 90% of the factory kerb weight. It is the competitors responsibility to provide proof of the vehicles weight e.g. owners hand book etc.

21. Series Sponsors

- 21.1 Series sponsors' decals shall appear on both sides of the car.

22. Clarification / Interpretation

- 22.1 Any ambiguity found within these regulations has occurred purely by accident.
- 22.2 If you have any uncertainty in understanding or interpreting any part of the above regulations, please contact a committee member for clarification.
- 22.3 Incorrect interpretation could lead to disqualification and extra expense once the series commences so please read carefully.

23. Disciplinary

- 23.1. When a member disrupts club activities or brings the clubs name into disrepute, the committee, by majority vote, will have the power to discipline the member up to and including expulsion from the club.