



email: info@northernmusclecars.co.nz

Constitution & Rules as from September 2018

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 in a separate class, if approved by the committee. The intention is that those cars are encouraged to be modified to comply with our rules. Please email the committee at info@northernmusclecars.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.
- 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. Instead of a physical Special General meeting a vote can be held via email.
- 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 committee of the Northern Muscle Cars, info@northernmusclecars.co.nz.
- 2.7. Any rule change that disallows something that was previously allowed will not come into effect until the season after the season following the AGM.

3. Eligibility to compete within the series:

To compete in Classes A or B the car must comply with the rules set out below, if however you have a car that is close to fitting the rules but is outside them please apply to the committee for admission to the Invitation class.

- 3.1. GT and GT style saloon muscle cars and fixed head sports cars that were in production before 31.12.1983. (Includes VH Commodore, XE Falcon)
 - Existing cars that are grandfathered (built to earlier club rules and raced previously) may race in Class A or B as before eg. VK, VL Commodore XF Falcon.
 - For new cars to the club, cars manufactured after 31.12.1983 but of the same floor pan as a car prior may apply to the committee for dispensation.
 - All cars must be fitted with a full roll cage and comply with the class regulations and the Motor Sport Association of New Zealand rules.
 - A current logbook must also be supplied.
- 3.2. Historic Transam Lites NZV8's that have a log book or documentation proving that they were built and competed in the period.
 - The cars will be pre 1998 ie pre Commodore VT and Pre Falcon AU and will look like the model car they were based on.
 - The cars will run in the invitation class.
 - The cars must comply to the rules that were applicable at the time especially visually.
 - The cars will run on DOT rated tyres.
 - The cars are slower than 1:14 at both Hampton and Pukekohe (new circuit).
 - Limited to a maximum of 5 cars.
- 3.3. No vehicles fitted with rotary engines.
- 3.4. No vehicles fitted with four-wheel drive.
- 3.5. No vehicles with mid or rear mounted engines.
- 3.6. 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 1:14 at Pukekohe or Hampton Downs
 - Class B – for cars and drivers that are slower than 1:14 at Pukekohe or Hampton Downs
 - 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 1:14 they will be moved to class A with the points being recalculated as if they had been in Class A for the whole season.

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. Points will be awarded as follows:

Position	Points	Position	Points
1st	150	20th	45
2nd	138	21st	42
3rd	129	22nd	29
4th	120	23rd	36
5th	111	24th	33
6th	102	25th	30
7th	96	26th	27
8th	90	27th	24
9th	84	28th	21
10th	78	29th	18
11th	72	30th	15
12th	69	31st	9
13th	66	32nd	8
14th	63	33rd	7
15th	60	34th	6
16th	57	35th	5
17th	54	36th	4
18th	51	37th	3
19th	48	38th	2

- 8.3. 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. For Holden 304/308 the member may use either the Chevrolet cast iron LSX, or the alloy Chevrolet LS blocks. Both Chevrolet blocks must be used with a carburettor and a distributor. The ballast that must be added if using an LS alloy block is 38kg.
- 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.
- 9.9. Maximum cubic capacity allowed for a big block is 500 cubic inches and for a small block 413 cubic inches.
- 9.10. Engines must be limited to a maximum of 9000rpm.

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 or Hankook Ventus Z214 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).

Due to the fact the Kumho and Hankook tyres are supplied to us at a discounted rate each race car using the tyres is required to have the appropriate tyre sticker on each front guard.

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 must be displayed when provided, e.g. Windscreen banners to go on the windscreen.

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.

24. Safety

- 23.1. For the 2016-2017 seasons onward, drivers must use a HANS type neck restraint device.