



## Club Rules

### 2018/2019 season

#### 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 modifications to their valuable classic performance car.  
To participate and compete with like-minded people where no contact between cars is expected.

#### 2018-19 Club contact details

Production Muscle Car Club  
PO Box 21-555  
Henderson, Auckland

Club email – [productionmuscle@gmail.com](mailto:productionmuscle@gmail.com)

Club President – Natalie Waite  
Ph: 021 31 99 00

Committee – Steve Nixon (Technical)  
Ph: 021 034 4145

Brett Davy  
Ph: 027 250 1505

Sandra Grammer (Website and Facebook Admin)  
Ph: 021 554 857

## 1) Administration

- a. **Membership Fees:**  
Subscriptions for driver membership are \$100 per annum.  
Associate membership (non-competing) is \$30 per annum
- b. To retain your race car number you need to keep you fees current. If your fees are not renewed within 2 seasons you race number becomes available to others.  
Race car numbers 1, 2, 3 are only available to those who placed in those positions in the previous season
- c. The series will be run and promoted in one class
- d. Only financial members who have competed in one or more Production Muscle Car races in a PMC legal car within the past 5 years may submit remits and vote on technical matters.
- e. Rules for vehicle/technical specifications can only be changed by a 100% for or against vote by current full financial members who have raced in one or more PMC events in a PMC car.
- f. **Performance Road cars**  
These are cars that hold a current registration (no rego on hold) and a valid warrant of fitness and must be driven to the track and not trailered except when a race meeting is held outside of the Auckland Region then the vehicles may be trailered.

## 2) Protests

- a. Protests must be received in writing 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 the protest is judged by the committee to be unfounded in part or in whole the protest shall be retained by association. These monies will be used for the promotion and organisation of the Production Muscle Car Series as the committee sees fit.
- c. Cars maybe 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 Eligibility rule 4, 7.2.
- 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 x Scratch race
  2. 1 x handicap race
  3. 1 x 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 championship winner shall be the person who has accumulated the most points. In the event there is a tie, the competitor with the better finishing record will be awarded the win. Second and third place getters will also be recognised.
  
- d. Within the overall points championship three other championships will be run concurrently
  1. First being the highest points scorer, second and third respectively for the Six Cylinder class place getter
  2. First being the highest points scorer, second and third respectively for the Performance Road Muscle class place getter
  3. First being the highest points scorer, second and third respectively for the Highest Ladies class place getter

#### Points Table

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

- e. The first and last round will be double point's rounds
  
- f. The highest PMC point's taker in the first-round will be awarded the Ian Bean Memorial Trophy

## **4) Eligibility**

- 1. Mid and rear engine vehicles, sports car and Japanese vehicles are excluded.**
- 2. Vehicles must be a recognised production 4 seater saloon car of six or more cylinders, manufactured or in series production prior to 31<sup>st</sup> December 1985**
- 3. Vehicle units manufactured must be a minimum of 250**
- 4. Sponsors decals will be provided and must be prominently displayed on both sides of all competing vehicles**
- 5. All competing vehicles must run the official Production Muscle Car banner with the current sponsors logo**
- 6. Interpretation of the rules on race day is the sole responsibility of the series official scrutineer, who will report matters back to the committee.**
- 7. 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**

### **1) Engine**

- 1) Blocks and heads are to be original type as fitted to the 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.**
- 2) V8 Holdens can use the later model injected blocks with the early factory heads**
- 3) No external matching modifications permitted e.g – Aluminium high port conversions**
- 4) Internal parts are free unless otherwise stated**
- 5) Dampers are free**
- 6) Exhaust systems are free and must not exceed 95db as per MSNZ regulations**
- 7) Sumps may be modified, dry sumps and external pumps are not permitted**
- 8) Titanium valves and cranks are not permitted**
- 9) Aftermarket fuel, water pumps and fuel line may be used.**

## **2) Induction**

- 1) Turbocharging, Supercharging, Nitrous Oxide and fuel injection are not permitted.**
- 2) Cold air boxes are permitted**
- 3) Six cylinder cars may run Weber's**
- 4) Six and eight cylinder cars may use a single 4-barrel manifold and a single 4 barrel carburettor maximum**

## **3) Gearbox**

- 1) Gearboxes from other vehicle manufacturers, with the same number of forward gears may be used, but ratios, gears and shifters must remain standard, or an alternative that has no advantage as deemed by the committee**
- 2) Gearboxes are limited to a maximum of four forward gears, if you have a 5 speed gearbox the 5<sup>th</sup> gear must be locked out.**

## **4) Differential**

- 1) Rear axle assembly must remain as manufacturers specifications or an alternative that has no advantages as deemed by the committee – i.e Ford 9"**
- 2) Floating hubs are not permitted**
- 3) Limited slip diffs and Detroit lockers, spools, and torsion type units are permitted.**
- 4) Diff ratios are free**

## **5) Suspension**

- a. Suspension design must remain as manufacturers specifications e.g McPherson strut, if standard it must remain**
- b. Original mounting points must be employed accepting that holes maybe slotted up to a maximum of 10mm**
- c. Original suspension arms must be retained though these maybe strengthened.**
- d. Springs, shocks and sway bars are free but must retain original mounting points. Coil over shocks are not permitted.**
- e. Panhard rods, watts linkage and tramp rods are not permitted unless they are a factory item.**
- f. Rubber bushes maybe replaced with urethane**
- g. Cars with IRS suspension are limited to .7 negative camber**
- h. Vehicles can be lowered**

## **6) Brakes**

- 1. Front rotors maybe of competition type but must remain the same diameter as the production vehicle.**
- 2. Rear drums may be replaced with stock disc rear set up off a production vehicle**
- 3. Callipers can be a maximum of 4 pot per calliper, one calliper per wheel unless an exemption is deemed fair by the committee.**
- 4. Linings, pad materials, solid and flexible lines are free**
- 5. Brake bias valves and cooling ducts may be fitted**
- 6. ABS or anti-locking aids are not permitted**
- 7. Dual circuit brakes may be fitted to vehicles with single systems**
- 8. Brake master cylinders maybe changed or modified to suit 4 pot calliper**
- 9. Pedal box systems are not allowed**

## **7) Wheels and Tyres**

- 1. Tyres are to be**
  - DOT rated (eligible for warrant of fitness when new)**
  - Maximum speed rating of Z (=150+ mph or 240km)**
  - Maximum traction rating of AA**
  - Maximum temperature rating A**
  - Minimum tread wear rating of 180**
  - Minimum tread depth (when new) of 9/32" or 7.1mm**
- 2. Tyres must have tread pattern across the whole face of the tyre.**
- 3. Wheel and tyre size is free as long as they fit under the stock guard**
- 4. Any members considering purchasing new tyres should consult with the committee first**
- 5. Tyre softeners and adhesives are not permitted**
- 6. 4 stud hubs may change to 5 stud hubs to accept a wider range of wheel**

## **8) Ignition**

- 1. Distributors and coil are free, crank triggered ignition or engine management systems are not permitted**

## **9) Clutch and Flywheel**

- 1. Clutch and flywheel are free**
- 2. Clutch master cylinders & slave cylinders maybe changed or modified**
- 3. Mechanical clutch linkages maybe changed to hydraulic**

### **10) Vehicle Exterior**

- 1. Original body shape must remain; panels may not be changed, lightened or modified. Front wheel arches may be relieved for turning wider wheels. Rear wheel arch inner lip maybe rolled to clear larger tyres.**
- 2. Drop tanks are not permitted**
- 3. Spoilers, flares etc may not be used unless available as standard on the production vehicle. Aftermarket commercially available air dams and rear spoilers maybe used at the discretion of the Production Muscle Car committee.**
- 4. Vehicles must remain within 2.5% of manufacturer's specified weight. All competing cars to be weighed prior to competition.**

### **11) Vehicle Interior**

- 1. Interior must be standard and remain in original position excepting supplementary gauges, steering wheel, seat belts, 2 front seats, fire extinguisher, brake bias valve adjuster and minimum spec roll cage. (Add 50kg to vehicle weight)**
- 2. Quick release steering wheels may be used.  
Note: Factory steering lock needs to be removed.**

### **12) Fuel**

- 1. Racing fuel must be a maximum of 100 octane. Racing additives are not permitted.**

### **13) Fuel Tanks**

- 1. 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.**
- 2. Fuel lines and delivery are free.**

### **14) Radiators**

- 1. Radiators are free but must remain in original position**

### **15) Oil Cooling**

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

### **16) Batteries**

- 1. Batteries maybe relocated to the boot**

### **17) Authenticity**

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

### **18) Starters**

- 1. Starters are free**

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



## Invitation Class Guidelines

### **2018/2019 season**

The invitation class was formed to cater for cars that are slightly outside of the Production Muscle Car Rules and to encourage those particular cars to change the modifications back to Production Muscle Car specifications.

This sub class does not have technical rules, but has strict guidelines that must be followed to be eligible to participate.

Invited cars maybe invited at the discretion of the committee.

The committee reserves the right to discontinue this sub class at any time.

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## **Membership Fees:**

- 1. Subscriptions for driver membership are \$100 per annum.  
Associate membership (non-competing) is \$30 per annum**
- 2. To retain your race car number you need to keep you fees current. If your fees are not renewed within 2 seasons you race number becomes available to others.  
Race car numbers 1, 2, 3 are only available to those competing in the main PMC class who placed in those positions in the previous season**

## **Eligibility**

- 1. Mid and rear engine vehicles, sports car and Japanese vehicles are excluded.**
- 2. Vehicles must be a recognised production 4 seater saloon of four or more cylinders, manufactured or in series production prior to 31<sup>st</sup> December 1985**  
  
**If your vehicle is outside of these parameters please contact us so we can see how we might be able to accommodate for you.**
- 3. Vehicle units manufactured must be a minimum of 250**
- 4. Sponsors decals will be provided and must be prominently displayed on both sides of all competing vehicles**
- 5. All competing vehicles must run the official Production Muscle Car banner with the current sponsors logo**
- 6. Interpretation of the rules on race day is the sole responsibility of the series official scrutineer, who will report matters back to the committee.**
- 7. 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.**
- 8. An invitation class competitor must not have a faster lap speed than the fastest recorded time of a Production Muscle Car competitor for that circuit that the meeting is being held at.  
You will get 1 warning to slow down, failure to bring your lap speed down will result in no points being awarded for the race you break out in.  
Continuing to break out will result in you being unable to participate with PMC in the future.**

### **Fastest PMC track times current as at 1<sup>ST</sup> July 2018**

**Pukekohe Circuit 1 (Pepsi Elbow) – 1.16.194**

**- Set by George Sheweiry Snr, Ford Falcon Cobra, on 13.11.16**

**Pukekohe Circuit 2 (Full back straight) – 1.06.309**

**- Set by George Sheweiry Snr, Ford Falcon Cobra, on 02.05.10**

**Hampton Downs Club Circuit – 1.16.862**

**- Set by Mike Oldham, Ford Falcon Cobra, on 08.09.13**

**Hampton Downs International Circuit – not competed on yet**

**Bruce McLaren Motorsport Park Taupo – not competed on yet**

**9. Invitation cars must follow the tyre rules as per the PMC rules**

**Tyres are to be**

- DOT rated (eligible for warrant of fitness when new)
- Maximum speed rating of Z (=150+ mph or 240km)
- Maximum traction rating of AA
- Maximum temperature rating A
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- Minimum tread depth (when new) of 9/32" or 7.1mm
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4. The first and last round will be double point's rounds

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**If you are unsure of anything please contact the PMC committee.**