

Trans-Tasman F5000 Series Regulations 2012/13

General:

These regulations are issued to provide information and guidance for the conduct of the Trans-Tasman F5000 Series and are to be read in conjunction with the appropriate MSNZ and CAM's manuals and regulations contained therein. MSNZ and CAM's regulations will take precedence over regulations contained within this document.

The events outlined below are by invitation to owners and drivers of Formula A, F5000 and Tasman cars built to F5000 regulations during the period 01.01.1968 to 31.12.1978. In addition to the eligibility requirements outlined below, competing cars must be in full compliance with Appendix 6, Schedule K in the current Motorsport New Zealand Manual or Group P in the current CAMS Manual.

Aims:

The aim of these regulations is to provide a framework for the owners of eligible cars and race promoters to enable the demonstration of these vehicles in a competitive, but sportsmanlike manner in order to promote F5000 Historic Racing in Australasia. In so doing it is the aim of the HRC/F5000 Association to attract suitable sponsors to minimize logistic expenses.

In accordance with the principles of Historic Racing, The NZ F5000 Association encourages owner drivers to our series, and strongly discourages non owner drivers and car leasing [outside of the exceptions of family members and F5000 drivers from the period].

The NZ F5000 Association reserves the right to not accept entries to our series from non-owner drivers.

Nature of Competition:

Competitors are reminded of the opening paragraph of FIA Regulations Appendix K which states "Historic Competition is not simply another formula in which to acquire trophies, it is a discipline apart in which one of the essential ingredients is devotion to the cars and their history." To this end all cars are to have a MNZ Certificate of Description, CAM's COD and logbook or other national form of identification. Competitors are strongly urged to obtain an FIA Historic Technical Passport and for the preservation of the vehicle's provenance an FIA Heritage Certificate.

Classification:

Two classes will be established for the season. The classes will be loosely based on age but final classification will be at the discretion of the series Technical Advisers. Class A will be composed primarily of pre 1971 cars and Class B will be composed primarily of post 1971 cars. Classification will be advised upon receipt of series entry. Entrants may be required to display letter 'A' or 'B' to enable easy recognition of the assigned classification.

Eligibility:

The following sub paragraphs deal specifically with issues not directly covered in the various Motorsport Manuals and seek to outline the level and nature of modern materials permitted.

Engines:

Must be iron block and of a maximum displacement of 5000cc. (Aluminum blocks are permitted if the car in question used such a block in period – specifically cars which used Oldsmobile alloy type blocks are permitted, providing such contemporary design is shown on the relevant cars COD). Irrespective of the cylinder head material used, a period type intake manifold in its original position on the block to fit 23 degree cylinder heads is to be used.

The position of the camshaft may not be altered.

An engine capacity check may be carried out by the appropriate MNZ Technical advisers at anytime that the relevant car is submitted for competition.

Cylinder Heads Manifolds & Intake Gaskets:

After our last season of racing it is time to clarify the regulations regarding cylinder heads. It has been previously documented that heads used must be installed within the confines of a properly installed 1206 pattern Inlet Gasket. (*Properly installed means as per original OEM manufacturers spec*).

This Gasket was chosen as it accommodates most standard 23 degree high performance heads available on the market today and those of period.

It is important to understand that the regulation around Manifolds & Gaskets for F5000 is to **ELIMINATE** the use of High Port Heads and to set the boundaries around period Manifolds.

This means heads purchased with High Ports, and or any head available that has had the height of the Roof of the Port increased outside the perimeters of a 1206 gasket installed **WILL BE DEEMED TO HAVE RAISED PORTS, AND BE NON COMPLIANT.**

- (1) The 1206 gasket must **NOT** be altered.
- (2) Dimension (A)(**PORT ROOF**) shall be taken from the Cyl head face to the roof of the inlet port and shall not exceed **63mm (2.480 inch)**
- (3) Dimension (B)(**PORT WIDTH**) shall not exceed **33.02mm (1.30 inch)**.

Note:

Engine- (provision for refreshing) capacity 5000cc – permitted variance maximum 5092cc.

Heads– 23 degree heads aluminum but not raised runners or spread port, with valve angle no less than 21 degrees. Machining within 1206 one piece gasket.

Aftermarket McRae Cars Ltd MacKay Inlet Manifolds - These have been assessed and tested however the trumpets are **not approved and remedies should be put into place before the first round of the 2012/2013 season.**

Weights:

Class A cars are to have a minimum weight of 1250lbs (567kgs) with oil and water.

Class B cars are to have a minimum weight of 1350lbs (612kgs) with oil and water.

Brakes and wheels from period except for safety reasons, otherwise dimensions and appearance remain the same and give no performance advantage.

Electric gauges, only permissible tachometer, water, oil and battery.

Digital equipment non usage:

Please note that this includes such items as **traction control modules, tachs , ignitions, in car timers**, and **video cameras**. Any one wanting in car footage from this point on (2012/13 season) needs to advise the Association in their pre-season owner/driver declaration. We will certify the **particular camera** to ensure there is no information gathering advantage to be gained.

Traction control modules. “WARNING” Any car found to have one of these devices fitted will receive a mandatory stand down period of twelve months.

Aftermarket MSD 6AL units only may be fitted, unless proof of period unit supplied.

Shocks from the period (no late model shocks with canisters) Koni period shocks 8211/2 and 3012. Double action only permitted.

Bodywork as period from period materials. No Kevlar or carbon fibre.

Aerodynamic Aids:

Wings and other aerodynamic aids and their construction and profile must be run as in period. Cars using aerodynamic aids from the Class B period will automatically be classified as Class B.

Ground Clearance:

Cars will have a minimum stationary ground clearance of 40mm with the driver seated in the car.

Tyres:

Avon tyres are to be purchased from Dold Industries (New Zealand competitors only). Goodyear or Dunlop tyres are acceptable for non New Zealand competitors. Compounds are free but competitors are reminded that Avon tyres recommend the use of the A11 compound for F5000 competition. Competitors are reminded of the necessity to have wet tyres available with the car at all times when in competition. Wet tyres are to be Historic block pattern A15 compound. (Modern F3000 pattern cannot be used.

Safety:

Cars are to be scrutineered to Schedule AA. It is recommended that Hans Safety Devices are used as a means of improving the safety measures of your car. Particular attention will be paid by the scrutineers to rain lights, reverse gear and on board starting devices. Mandatory fitting of LED Rain Lights on the grounds of better visibility and reliability is required.

Drivers:

Drivers participating in any ASN sponsored national or international non-appendix K race series will be permitted to participate by invitation only. They will not be eligible for championship points.

Cars:

Cars which do not meet eligibility requirements may be invited to participate but will not be eligible for championship points.

Livery and Advertising:

Cars which originally ran in a specific livery may run in this livery and are encouraged to do so. Competitors are reminded that as custodians of these cars, historical accuracy needs to be maintained. Additional advertising is to be approved by the Technical Advisers and must be period correct in size and style. Sponsor decals are to be clearly displayed when specified.

Event Characteristics:

Usually a maximum of three races will be scheduled for each event but there may be more if the event organisers make a request. All races will be point scoring. The feature race will score double points. A minimum of 20 minute practice session prior to the first race is to be scheduled.

The two minor races will be of a length to be decided by the event organizer but not more than eight laps.

The feature event is to be of not less than twelve lap's duration up to a maximum of twenty laps at the discretion of the event organizer.

Rolling Start Procedure:

For the Rolling Start procedure cars will be pre gridded, they will then have one complete lap as their formation lap and form up on the starting grid.

When the last car is in position, there will be a 5 second board shown followed by a green flag. The cars will then Proceed around for full lap then on a second lap form behind a pace car and will form up into their 2 x 2 grid positions.

The pace car will then turn into the pit lane and cars must then hold their position and speed (5000 rpm in 3rd gear).

As the front row of the grid approaches the start line, the red lights will be extinguished, denoting the start of the race but there is no overtaking or changing of direction for any cars prior to crossing the start line. Should the red lights remain on, the start is aborted and cars should complete the lap and return to the starting grid.

Calendar of Events:

Round 1: 31st of August, 1st and 2nd September 2012 (Australia Fathers Day): Muscle Car Masters, Sydney Motorsport Park Raceway, Sydney, NSW, Australia.

Round 2: 27th and 28th October 2012: Wigram Revival, Powerbuilt @ Ruapuna, Christchurch, New Zealand).

Round 3: 23rd, 24th and 25th November 2012: Tasman Revival, Sydney Motorsport Park Raceway, Sydney, NSW, Australia. (Supported Round)

Round 4: 18th, 19th and 20th January, 2013: NZFR Denny Hulme, Hampton Downs, Auckland, New Zealand.

Round 5: 25th, 26th and 27th January,
Auckland, New Zealand.

2013: NZFMR Denny Hulme, Hampton Downs,

Round 6: 2nd and 3rd February 2013: SKOPE Classic, Powerbuilt @ Ruapuna, Christchurch,
New Zealand.

Round 7: 15th, 16th and 17th February 2013: Classic Speedfest Teretonga, Invercargill,
New Zealand.

Series Points:

50 POINTS will be awarded to each driver at the end of the series for entering the complete series competing at all rounds.

Points will be awarded in each race as follows:

1 Point for starting plus 5 Points for finishing added in to the system as below

Use second row includes 1 point for starting

1 st	21	+ 5 for finishing	26
2 nd	20		25
3 rd	19		24
4 th	18		23
5 th	17		22
6 th	16		21
7 th	15		20
8 th	14		19
9 th	13		18
10 th	12		17
11 th	11		16
12 th	10		15
12 th	9		14
14 th	8		13
15 th	7		12
16 th	6		11
17 th	5		10
18 th	4		9
19 th	3		8
20 th	2		7
➤			5 for all finishers

The feature race of each Round carries double points.

The overall trophy winner will be the competitor with the highest points aggregate at the completion of the season. Class winners will be the competitors with the highest points aggregate in each class at the end of the season.

In the event of equal points being scored for any of the trophies the winner shall be determined by counting the number of first place finishes, followed by the number of second place finishes and so on until a resolution to the tie is achieved.

Licences:

For overseas entrants the use of International H1 Grade licences will be required. Australian entrants may apply for a Trans Tasman Visa from CAMS. Competitors from the USA should obtain their International H Grade Licence from ACCUS. Contact for ACCUS is accusfia@aol.com. Domestic entrants will need a National A Grade licence, CAMS National Competition or International H1 Grade licence. Trans Tasman visas will be required to compete in Australia.

Trophies:

Trophies, courtesy of Motorsport Solution (NZ) Ltd and others will be presented to the Overall Series Winner and Individual Class Winners.

Other trophies will be awarded at various times for performance, presentation and conduct.

Technical Advisers:

Messer's Rod Collingwood, Duncan Fox, Steve Weeber are appointed Series Technical Advisers.

Participation in Any Round:

Any entrant/driver not financial before the start of any F5000 series event (I.E. Not having paid their Current Season Subscription) shall not participate in Series Points and may have to start from the rear of the grid (regardless of any posted qualifying or race times) for all racing until Season Subscription is paid.

Technical Audits:

The Technical Advisors will be the sole final adjudicators on any technical issue and shall issue a written decision on any issue requiring attention on an individual car to conform with these Series Regulations. **All competitors registering to enter the Series must complete a Drivers Declaration Form (attached).**

Cars deemed Illegal by F5000 Technical Advisors:

Any car so determined (without an appropriate exemption having been obtained ahead of any event) may be permitted to race but shall not participate in Series Points and may have to start from the rear of the grid (regardless of any posted qualifying or race times) for all racing until such time as the car is deemed legal by the Technical Advisors.

Driver Behaviour:

Lindsay Willis is appointed Race Observer. He will be the sole adjudicator on any racing incidents. He shall enforce the following provisions:

Driver Behaviour Penalties:

The purpose of these penalties is to eliminate car to car contact.

The Race Observer shall have the authority to impose appropriate penalties. These may include exclusion from Series Points, exclusion from the balance of a Round, Following Round(s) or Series.

Entries:

Competitors are encouraged to enter and complete in all rounds i.e. more races equates to more fun!

Entrants must have the intention when entering the series to complete at least three of the events.

There will unfortunately be no discount on the season's fees. These fees pay for a lot more than just entry and garages and thus it is impossible to pro rata on a meeting basis.

Competitors must register their intention to compete by 31 July 2012.

The entry fees for the series for NZ based competitors will be NZ\$3,000 (**NZ\$2,500 if paid by 30 August 2011**) payable electronically to: **Bank account number: 03-1531-0071945-00**
Account Name: AP Jack/F5000)

We wish you a safe and enjoyable season.

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(Coordinator F5000 Association)
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Email: tonyjack@xtra.co.nz

Ian Clements
David Abbott
Tony Roberts
Roger Williams
Barry Miller
Tony Richards

Patrons: Chris Amon MBE, Graham McRae

F5000 COD Declaration Update - (Reference- Technical Audits above) - See Next Page

F5000 Declaration Update

Name of owner _____ Car Make & # _____

Engine Manufacture. _____ Chev.

Ford.

Other. State.

Fuel System Type _____ Carburettors.

State Manufacture _____

Fuel injection.

State Manufacture. _____

Manifold. Manufacture _____ Mc Kay

Crower.

Other. State manufacture _____.

Heads. _____ Alloy.

Steel.

Alloy Heads. _____ State _____ Manufacture & Model #s _____ intake port roof height _____

Gearbox. _____ Manufacture – Model - serial # _____

Ignition system _____ Magneto

MSD. & Model

Distributor/coil

Rev Counter. _____ Electric.

Chronometric.

Do you wish to run an onboard camera. YES. NO.

Important. If you have any variations on your car that differs from its COD please attach details and any photos in period you may have and forward to us for record.

All forms will be kept by TONY JACK and only viewed by the Tech officer.