

SPORTS PRODUCTION CLASS

5.1 VEHICLES ALLOWED

Any series production cars* except those fitted with rotary engines, engines with more than six cylinders, multiple carburetors, turbo charged, super charged, 4WD.

*Mass produced touring cars commercially available to the general public in Australia.

5.2 BODY WORK

5.2.1 Body must be from a series production model closed car.

5.2.2 The bodywork must be standard to the satisfaction of the Scrutineers except for any modifications permitted.

5.2.3 Interior trim may be removed.

5.2.4 Fibreglass replacement body panels are allowed provided that they are identical in silhouette to the original body panels.

5.2.5 Doors must be standard, but inner door skin may be removed. Front doors must open from the inside and outside.

5.2.6 Bumper bars must be of original design. Modifications are not permitted.

5.3 WHEELS AND TYRES

Improved Production class vehicles shall use tyres of a type approved by the Department of Transport for use on public roads.

The following rim widths are permitted:

4 cylinder vehicles – maximum rim width 6 inches.

6 cylinder vehicles – maximum rim width 8 inches.

Wheel rim diameter may be increased or decreased by not more than 1 inch.

All tyres must be of radial ply construction. Inner tubes are optional. All tyres must be commercially available and have a speed rating up to and including R rating and be of a section width appropriate to the wheel rim width with an aspect ratio of not less than 50%. All tyres must be at street legal tread at scrutineering.

At the discretion of the scrutineer all tyres must have a Department of Transport mark visible. Retread tyres must have factory moulded tread pattern (i.e., not "hand cut"), and be 140 k per speed rating and street legal tread depth at scrutineering. **No retreads allowed on the bitumen.**

Note: Competitors unsure of the tyres eligible for this class should contact the Eligibility Officer of the Short Circuit Motor Sport Association for advice.

5.4 SUSPENSION AND BRAKES

Suspension and brake modifications are allowed: however, the original suspension mounting points must be utilised. Panhard rods, sway bars and tramprods are allowed if originally fitted.

5.5 BODYWORK REINFORCING

No external reinforcing is allowed. External means outside the cabin. (However, note rules 2.1, 2.7 and 2.12 with regard to roll cages, towing loops, spreader bars, and radiator supports, which are not classed as reinforcing.)

5.6 OIL COOLERS AND RADIATORS

Oil coolers or larger or additional radiators may be fitted. These must be located within the confines of the engine bay.

5.7 ENGINES

Engines must be visually externally standard.

- 5.7.1** The engine must be of a type and capacity as originally fitted to the vehicle, commodore engine in any commodore and falcon engine in any falcon.
- 5.7.2** The position of the engine in the body must not be altered.
- 5.7.3** Emission equipment may be removed.
- 5.7.4** The single carburettor must be externally standard and fuel injection must be standard. Exhaust extractors converting into one pipe are allowed.
- 5.7.5** Standard distributor and ignition of make and model of vehicle must be fitted. Sports coils are permitted.
- 5.7.6** Non-standard electric fuel pumps and/or electric fans are permitted.
- 5.7.7** Engines may be balanced.
- 5.7.8** Larger capacity sumps may be fitted.
- 5.7.9** The onus is on the owner of the vehicle to present an eligible vehicle at scrutineering and at all other times during competition.

5.8 TRANSMISSION

- 5.8.1** The gearbox must be of a type as originally fitted to the vehicle model. The gear lever position may be changed, and may be replaced by a floor shift mechanism and vice versa.
- 5.8.2** Differential must be as originally fitted save that a Locked or LSD is permitted (in the vehicles original housing only).