SPECIFICATIONS OF AUTOMOBILES

All vehicles in races and other speed events must comply with the General Requirements of Automobiles (see "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

3rd Category – Touring Cars
Group 3K – Saloon Cars

PART I: TECHNICAL REGULATIONS – EA/VN

I. DEFINITIONS

1.1 These regulations are based on VN/VP Holden Commodore V6-3.8 litre sedans and EA/EB Ford Falcon six-cylinder 3.9 litre sedans, and components from said vehicles marketed and manufactured in Australia by General Motors Holden and the Ford Motor Company during the period 1988 to 1993 and restricted in specification to those listed herein.

The vehicles are to be representative of mass produced family sedans with limited modifications permitted, all of which are designed to make the cars more suitable for competition use. The intention of these regulations is to emphasise driver ability in a production based vehicle with limited modifications permitted, therefore producing a relatively affordable entry to motor sport.

CAMS recognises The Australian Saloon Car Company (hereinafter called TASCCO) as the sole competitor entity which may make recommendations regarding maintenance of and/or proposed changes to the technical regulations for this group, and/or sporting regulations for the conduct of competition activity for such vehicles.

1.2 All vehicle parts and specifications are to remain consistent with the nominated model as supplied by the vehicle manufacturer or authorised supplier at any one time except as otherwise permitted in the present regulations.

1.3 Any aspect relating to the construction and/or modification of the vehicle which is not expressly permitted in these regulations is forbidden. Modifications permitted are allowed only on the condition that the weights, specifications and/or dimensions mentioned on the relevant CAMS Vehicle Recognition Document are adhered to.

1.4 The use of any carbon fibre or titanium components is prohibited unless specifically authorised in these regulations. Unless specifically authorised in the present regulations or supplied as standard by the manufacturer, the use of any coatings other than conventional or high temperature paints on any component of the complete vehicle is prohibited.

1.5 All engines, engine Electronic Control Units, transmissions and final drive assemblies must be sealed prior to the commencement of any official practice, qualifying session or race. The only seals recognised for this purpose shall be TASCCO seals as fitted by approved TASCCO sealers. This shall not prohibit the addition of seals by event officials for judicial or scrutiny purposes.

2. ELIGIBILITY

2.1 (a) Holden Commodore

Vehicles eligible are the four-door VN/VP Holden Commodore sedans (non-IRS) with 3.8 litre V6 engines, five-speed (T5) manual transmissions, and four-wheel disc brakes. The eligible vehicles are described by the manufacture VIN prefix 6H8VNK19, 6H8VNL19 and 6H8VNX19, 6H8VPK19, 6H8VPL19.

(b) Ford Falcon

Vehicles eligible are the four-door EA/EB (Series 1 EB only) Ford Falcon sedans with 3.9 litre six-cylinder MPI engines, five-speed (T50D) manual transmissions and four-wheel disc brakes. The eligible vehicles are described by the manufacture identification as "Prefix body code" JG23/25/32/34/SW. Model numbers 18733, 18933, 18133, 18734, 18934, 18134, 18737, 18937, 18132.

2.2 Scrutineers may refer to the workshop manuals and the parts catalogues published by General Motors-Holden and the Ford Motor Company of Australia, specifically for the VN/VP Holden Commodore sedan and the EA/EB Ford Falcon sedan respectively. Scrutineers may also carry out direct scrutiny by comparison direct comparison of vehicle components with a genuine Holden or Ford part obtained from a recognised Holden or Ford dealer or from a TASCCO-authorised supplier.

2.3 The sealing and checking for eligibility as specified in these regulations will be performed by authorised

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TASCCO ~~Saloon Car Racing Australia~~ sealing officers. The presence of a seal will not automatically protect the car from being subject to a protest, or from examination by scrutineers.

3. COACHWORK

3.1 External body trim (decorations) eg, side protection mouldings may be removed. Where the vehicle was originally equipped with external embellishments which may have an aerodynamic effect, such as spoilers, wings, skirts etc, these must be removed.

3.2 The following interior trim and fittings may be removed:

- floor coverings including underfelt and deadener material
- hood and pillar linings and sun visors
- arm rests
- centre console
- parcel shelf covering
- spare wheel and jack
- pinch weld mouldings
- door opening seals.

Original door trims may be replaced with flat metal trims.

3.3 It is permitted to remove all heater and air conditioning components.

3.4 The driver's seat may be replaced by one complying with Schedule C (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport); all other seats may be removed.

3.5 The complete steering wheel assembly may be replaced by one with a minimum diameter of 330mm.

3.6 A footrest may be fitted to the left of the clutch pedal. A floor covering of anti-slip type may be fixed to the floor of the **driver's compartment** ~~habitacle~~, forward of the driver's seat. Replacement pedal pads are permitted. A clutch pedal stop may be fitted.

3.7 A front strut brace may be fitted between the front suspension towers.

3.8 It is permitted to cut a hole in the passenger floor well for the fitment of a Dorian transmitter holder (location as per CAMS recognition document).

3.9 The edges of the mudguard panels may be folded back if they protrude inside the wheel housing. Plastic wheel arch splash guards may be removed.

3.10 The windscreen may incorporate electric heating elements.

3.11 All bodywork including any subsequent repair of race-day damage shall be to a tradesman-like standard and must permit the vehicle to be presented in as near to original condition as is possible and is subject to the approval of the Chief Scrutineer.

3.12 It is permitted to strengthen the original Commodore panhard bar mounting bracket on the bodyshell in compliance with drawing C1 in the CAMS Vehicle Recognition Document.

3.13 The original primary bonnet fasteners and release mechanisms must be removed and an adequate alternative retention system is fitted. Boot lid fasteners may be removed provided an alternative closing system is fitted.

4. SUSPENSION

4.1 The following specified components must be utilised in each respective vehicle. All such components must be supplied by Pedders Suspension:

- road springs
- strut inserts and Suspension dampers
- adjustable strut upper insulating blocks **
- stabiliser bars
- panhard bar
- front camber adjustment kit (Falcon).

** It is permitted to use K-Mac adjustable strut upper insulating blocks. It is permitted to fit a Pedders stabiliser bar link rod kit.

4.2 It is permitted to fit adjustable front suspension tension rods, supplied by Croft Engineering. It is permitted to fit Noltec® offset lower/inner control arm bushes. Ford part No. N52550 – Holden part No. N52490.

It is permitted to fit Urethane bushes to the K-Frame for the tension rods. It is permitted to fit urethane bushes to the rear of the tension rod where they pass through the suspension arm.

4.3 The maximum negative camber at each front wheel is 5°. On the Commodore, it is permitted to reposition the lower control arm inner pivot point on the "K" frame an equal amount on both sides, on the same horizontal plane as the original pivot points (as per drawing in the CAMS Vehicle Recognition Document).

4.4 It is permitted to remove the original top rear spring insulators. Solid spacers of uniform section may be fitted between the springs and their unmodified mounting points to achieve a desired ride height, with a maximum spacer/s thickness of 20mm in total on any one spring.

4.5 It is permitted to fit an oil cooler to the power steering system. It is permitted to vent the power steering fluid reservoir into a catch tank.

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5. BRAKES

5.1 Both the Commodore and the Falcon must use ferrous front brake rotors of nominal dimensions 330mm diameter and 28mm thickness. Brake Rotor Hats are free. All cars must use the PBR-C4 twin piston front caliper (part number B861-027/8).

In order to fit the PBR-C4 caliper to the Falcon, the front suspension uprights must be replaced by modified (and part numbered) uprights, these being supplied solely by Cebco Brakes (Melbourne).

It is permitted and highly recommended to fit a pre-load spacer between the inner and outer front wheel bearings.

5.2 Original brake flexible hoses may be replaced by others of adequate strength and quality.

5.3 It is permitted to fit a variable brake pressure valve in the rear brake line. This valve may be mounted within reach of the driver whilst racing. The rear brake line may be modified to accomplish the fitment.

5.4 The brake pads are free provided that the contact surface area of the pad is not greater than that supplied by the manufacturer of the caliper assembly. The maximum permitted thickness of the backing plate is 6mm. The retention of the pad assembly in the caliper must be by the method prescribed by the manufacturer of the caliper assembly.

5.5 Brake rotor protection shields may be modified or removed for brake cooling. If removed a brake hose support bracket must be fitted. The handbrake and all associated components may be disconnected or removed.

5.6 It is permitted to fit one flexible pipe (maximum 100mm internal diameter) to carry air to each front brake. All air must be supplied through the controlled air intake ducts and be for brake cooling only. The front air intake ducts must be located in the front bumper bar, and be positioned as designated in the CAMS Vehicle Recognition Document. Fittings at the exhaust end of the pipe are free, subject to no modifications being made to other components to allow fitment of the ducting.

5.7 **Master cylinders:** The master cylinder must be as supplied by the manufacturer, save that the bore size and valving is free. Sleeving is permitted.

6. ELECTRICAL

6.1 The location of the battery is free, save that it may not be located in the habitacle. The maximum battery size must be that which can fit the standard battery tray in each vehicle.

6.2 It is permitted to remove the central locking components, radio and the interior lights. A high level brake light is mandatory. Fuses and a master electrical circuit breaker may be added to the electrical system.

6.3 Supplementary switches and instruments may be fitted. The original instrument cluster may be removed.

6.4 The only ECU permitted is the sealed model 4424 Stinger®, as supplied by Engine Management Systems Pty Ltd (EMS). The specified ECU must be located in the front passenger floor well area and be readily accessible. The original ECU connector (plug) in the vehicle wiring harness (as fitted by the manufacturer) must be removed.

It is permitted to remove the map sensor and idle control motor; a blanking plate must be fitted to the resulting apertures.

It is permitted to relocate the ignition coil (Falcon) to the left hand inner mudguard skirt.

7. FUEL & FUEL TANKS

Only ~~unleaded~~ **Commercial F**uel as defined by CAMS may be used. Fuel tanks must be as provided by the manufacturer. The fuel tank may be filled with anti-spray foam. Fuel caps are free.

It is mandatory that a fuel-sampling coupling be fitted to the fuel system (under bonnet).

The Technical Commissioner and/or scrutineers may require a fuel sample at any time.

Original equipment fuel injectors may be replaced by other interchangeable units. Fuel pressure must not exceed 350kpa.

8. TYRES & RIMS

8.1 Each tyre used must be the KUMHO Ecsta 225/50R16 **or KUMHO Ecsta 245/40R17** V70A K90.

8.2 All wheels must be CSA "Prowler" 16" x 8" **or CSA "Speedster" 17" x 8"**, and be unmodified save for painting and polishing.

8.3 At no time during practice or racing may the tread, when measured at any point, be less than 1.5mm depth, save that this does not apply to the shoulder of the tyre.

9 (A). ENGINE – VN/VP HOLDEN COMMODORE

9.1 (a) It is only permitted to use the Holden V6 engine as fitted to the Commodore VN Series 1 and 2, and Commodore VP Series 1.

9.2 (a) Cylinder heads: The valves' seat faces may be re-cut but a minimum 45° inlet valve seat width of 2.50mm must be retained.

It is permitted to machine the valve seats in the cylinder heads at 45° with the overcut angles/radii being free.

It is permitted to refurbish valve guides using thin wall type valve guides (K-Line or equivalent).

It is permitted to machine the cylinder head face parallel to the original to obtain a minimum combustion chamber volume of 36cc for ACL part number 3800 pistons and 37.5cc for 9380 pistons.

It is permitted to machine the ports from the valve seat to the untouched valve guide boss with the largest diameter of any taper at the valve seat. All machine work must be concentric with the centre line of the original valve guide.

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The use of hardened or machined valve collets and retainers is permitted.

The valve springs are free subject to there being a maximum of two springs per valve. It is permitted to fit shims under the valve springs.

9.3 (a) Camshaft: All cars must be fitted with the Crow Cams part number SCRA3800. Each camshaft must match the Crow Cams cam doctor report specific for that camshaft. Camshaft bearings shall be ACL part number 4C5106, or ISC19549 oversize back.

It is permitted to remove the balance shaft and gears.

The timing chain and gears are free. The camshaft phase angle in relation to the crankshaft is free.

9.4 (a) Crankshaft & rods: The crankshaft journals may be reground a maximum of 1.0mm undersize, with a maximum stroke of 86.36mm. The crankshaft minimum weight shall be 16.00kg bare (VN) or 15.50 (VP).

The connecting rods may be re-sized and machined to provide additional side clearance and to facilitate the use of replacement rod bolts. The connecting rod minimum weight is 640.0 grams.

Main and connecting rod bearings are free save that they must maintain the original external dimensions.

9.5 (a) Balancing: All rotating and reciprocating components may be balanced by the removal of metal only from the locations so provided by the manufacturer.

Piston balancing will be achieved by removal of metal from the underside of the piston only.

The flywheel may be machined on the friction surface only, and balanced to a minimum weight of 9.50kg.

The minimum torsional damper weight shall be 3.20kg.

9.6 (a) Intake manifold: The intake manifold may be glass bead blasted.

It may be machined on the cylinder head and block mating faces to obtain correct fitment to the engine.

Match porting of the inlet manifold ports for a maximum distance of 6mm from each left and right hand face is permitted, as per recognition document.

The original air cleaner box must be removed and replaced with a cone-type replacement air element directly attached to the unmodified front snorkel tube mounted in its original location. The PVC system must be removed, and the resulting holes in the inlet manifold and throttle body must be mechanically sealed.

9.7 (a) Lubrication: Baffling of the sump is permitted.

The oil pressure relief valve spring may be shimmed.

It is permitted to fit an engine oil cooler provided that the bodywork is not altered for the purpose of its fitment, nor may it be fitted outside the confines of the standard bodywork.

9.8 (a) Engine block: The engine block may be re-bored to a maximum of 1.0mm oversize.

The only pistons permissible shall be ACL part number 6MKRY3800 or part number 6MKRY9380. The minimum permissible piston weight, with gudgeon pin, is 555g.

Piston ring packs must be ACL part number MP1727 (for 6MKRY3800 pistons) or M1812 (for 6MKRY9380 pistons).

There must be two compression rings and a segmented oil ring on each piston.

The piston ring gaps may be adjusted but the gap in each compression ring must be transected by a single plane parallel to the cylinder bore.

The engine block face may be machined in a plane perpendicular to the cylinder bores. The pistons must not protrude from the engine block face at TDC.

It is permitted to fit extra engine breathers, but all breathers must discharge to a catch tank that is vented to the atmosphere.

9.9 (a) Head gasket: The cylinder head gaskets must be of standard configuration type and dimensions for the model.

9.10 (a) Valve train: It is permitted to shim the rocker arm pedestals to obtain the correct tappet settings.

9.11 (a) It is permitted to fit an external timing pointer to the timing chain cover. It is permitted to slot the crank angle sensor to permit timing adjustment.

9 (B). ENGINE – EA/EB FORD FALCON

9.1 (b) It is only permitted to use the Ford 3.9 litre multi-point electronic fuel injected engine as fitted to the Falcon EA and EB Series 1.

9.2 (b) Cylinder head: The valves' seat faces may be re-cut but a minimum 45° inlet valve seat width of 2.50mm must be retained.

It is permitted to machine the valve seats in the cylinder head at 45° with the overcut and undercut angles/radii being free.

It is permitted to machine the cylinder head face to obtain a minimum combustion chamber volume of 55cc (for 6MKRY2809 and 6MKRY3900 pistons) and 57cc for 6MKRY9390 pistons. Angle milling is not permitted.

It is permitted to machine the ports from the valve seat to the untouched valve guide boss with the largest diameter of any taper at the valve seat. All machine work must be concentric with the centre line of the original valve guide.

The following dimensions must be respected:

- Valve guide total length - **minimum 62.2mm.**
- Valve guide protrusion - **maximum 19.1mm above guide boss on top of cylinder head.**

The use of hardened and/or machined collets and retainers is permitted. The valve springs are free subject

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to there being a maximum of two springs per valve. It is permitted to fit shims under the valve springs.

It is permitted to use camshaft rocker arms as fitted to Ford Falcon six-cylinder models EA to EF.

9.3 (b) Camshaft: The camshaft shall be part number SCRA3900~~, which shall be obtained through SCRA~~. Engines sealed after 1 January 2004 must be fitted with the Crow Cams part number SCRA3900. Each camshaft must match the Crow Cams cam doctor report specific for that camshaft.

The timing chain and gears are free. The camshaft phase angle in relation to the crankshaft is free.

9.4 (b) Crankshaft & rods: The crankshaft journals may be reground to a maximum 1.0mm undersize with a maximum stroke of 99.31mm. The crankshaft minimum weight shall be 25.75kg.

The connecting rods may be re-sized and machined to provide additional side clearance and to facilitate the use of replacement rod bolts. The connecting rod minimum weight is 610g.

Main and connecting rod bearings are free save that they must maintain the original external dimensions.

9.5 (b) Balancing: All rotating and reciprocating components may be balanced by the removal of metal only from the locations so provided by the manufacturer.

Piston balancing will be achieved by removal of metal from the underside of the piston only.

The flywheel may be machined on the friction surface only, and balanced to a minimum weight of 11.00kg.

The minimum torsional damper weight shall be 4.40kg.

9.6 (b) Intake manifold: The intake manifold may be glass bead blasted.

The manifold may be machined on the cylinder head mating face to match the cylinder head and thus obtain correct fitment to the engine.

Match porting of the inlet manifold ports for a maximum distance of 6mm from the mounting face is permitted, as per CAMS recognition document. The inlet manifold must be Ford part number 87DA9425.

The original air cleaner box must be removed and replaced with a cone-type replacement air element attached directly to the unmodified front snorkel tube, elbow and external support bracket.

9.7 (b) Lubrication: Baffling of the sump is permitted.

The oil pressure relief valve spring may be shimmed.

It is permitted to fit an engine oil cooler provided that the bodywork is not altered for the purpose of its fitment, nor may it be fitted outside the confines of the standard bodywork.

9.8 (b) Engine block: The engine block may be rebored to a maximum oversize of 1.0mm.

The only pistons permissible shall be ACL part number 6MKRY2809, 6MKRY3900 or 6MKRY9390. The minimum weight of each piston and gudgeon pin shall be 600 grams for 6MKRY2809 pistons, 562g for 6MKRY3900 pistons or 558g for 6MKRY9390 pistons.

Piston ring stack shall be ACL part number MP1717.

There must be two compression rings and a segmented oil ring on each piston.

The piston ring gaps may be adjusted but the gap in each compression ring must be transected by a single plane parallel to the cylinder bore.

The engine block face may be machined in a plane perpendicular to the cylinder bores. The pistons must not protrude from the engine block face at TDC.

It is permitted to fit extra engine breathers, but all breathers must discharge to a catch tank vented to the atmosphere.

9.9 (b) Cylinder head gasket: The cylinder head gasket must be of standard configuration type and dimensions for the model.

9.10 (b) It is permitted to fit an additional idler pulley to support the power steering pump drive belt, as per the Falcon Recognition Document.

10. EXHAUST

The exhaust system is free from the exit of the cylinder head. It is permitted to modify the pinch weld flanges under the sill panel (locally) to facilitate the exit of the exhaust.

The exhaust system may be coated with materials other than paint (eg, ceramic/high-temperature coatings).

11. COOLING SYSTEM

11.1 Engine: It is permitted to remove the original fan and fit a replacement electric radiator fan.

The fan shroud may be removed.

The thermostat is free as is the control system of the fan.

The original radiator may be replaced provided that the original mounting points are utilised, the front plane of the radiator remains in the same location as the original and that no modifications are carried out for its fitment. The radiator design, construction and fitment must serve no purpose other than to cool the engine coolant. A protective mesh screen may be fitted in front of the radiator.

A water filter may be fitted to the top radiator hose.

11.2 Transmission: It is permitted to fit a transmission lubricant cooler, filter and pump. The cooler, filter and pump must be fitted beneath the vehicle in the rear "seat well" area (as per photographs in the CAMS Vehicle Recognition Documents) which must be utilised only for the cooling of the transmission lubricant.

It is permitted to drill and tap a thread into the transmission casing to accommodate the cooler return line.

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12. TRANSMISSION

12.1 Gearbox: The only permitted gear ratios are:

	Commodore	Falcon
1st	3.25:1	3.50:1
2nd	1.99:1	2.14:1
3rd	1.29:1	1.39:1
4th	1.00:1	1.00:1
5th	0.72:1	0.78:1
Reverse	3.15:1	3.39:1

VN/VP Commodore: Only the T5 manual five-speed Borg-Warner gearbox as fitted by GMH as original equipment may be used (Production option M78-V6).

EA/EB Falcon: Only the T50D (Part No. 87DA-7003-AA, 87DA-7003-AB, 90DA-7003-AA, 91DA-7003-BA) manual five-speed gearbox as fitted by Ford Motor Company as original equipment may be used.

It is permitted to use non-genuine rotating gearbox components as supplied by Pfitzner Performance Gearbox. Falcon part no. SL-T5-34-S-F; Commodore part no. SL-T5-34-S-C.

It is permitted to replace the original rear countershaft bearing and primary shaft bearing retainers with an aftermarket unit.

A circular hole of 50mm diameter must be made in the bottom of the bell housing to facilitate inspection of the clutch assembly and flywheel.

12.2 The breathers for the gearbox and the final drive assembly may have extensions fitted by way of a length of tubing.

12.3 Rear axle assembly: The differential action of the rear axle must be disabled. A 28-spline "mini spool" may be fitted to the existing differential casing or a full spool may replace the original differential carrier assembly.

It is permitted to fit mechanically-identical replacement rear axles.

The final drive ratio must be 3.45:1 (tooth count 38:11) for **both cars.**

12.4 Clutch: The clutch assembly may be replaced by a non-genuine (as described in art. 16) part, save that the pressure plate assembly cover must be of steel construction.

It must use a single driven plate; said driven plate must be of the same diameter as the original unit as fitted by the manufacturer.

12.5 It is permitted to fit an aftermarket gear shifter subject to the original shift pattern being retained.

13. SAFETY CAGE

The safety cage design must be in compliance with Schedule J (refer "General Requirements for Cars and Drivers"). The minimum thickness of all safety cage members shall be 2.5mm. It is not permissible to use additional members which would require CAMS homologation.

No part of the safety cage may penetrate the front or rear firewall, save for mounting bolts. The safety cage must be attached to the bodyshell at only those locations shown in drawings 253-3 to 253-17, or to the "A" and "B" pillars. No other connection to the bodyshell is permitted.

14. WEIGHTS AND DIMENSIONS

		Commodore	Falcon
14.1 Minimum racing weight:		1350kg	1430kg
14.2 Track:	Front	1510mm maximum	1620mm maximum
	Rear	1485mm +/-15mm	1545mm +/- 15mm

14.3 All fully-sprung components of the vehicle, in as raced condition (excluding the complete exhaust system) shall be at least 100mm above the ground.

14.4 Ballast may be used to achieve the minimum weight requirements, and, if used, shall comply with CAMS requirements.

14.5 TASCCO reserve the right to request an adjustment to the minimum racing weight of the vehicle models to achieve performance parity at designated race circuits, said adjustments shall be achieved via a CAMS Event Parity Sheet.

15. AUTHORISED PARTS

The following service parts may be from any source provided that their use does not result in unauthorised modification of any other component: fasteners, nuts, bolts, screws etc, lamps, battery clamp and leads, fluid filters, engine ancillary drive belts, water hoses and clamps, and idler pulleys.

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16. NON-GENUINE PARTS

The use of non-genuine replacement parts as specified below is permitted. The parts must be mechanically identical replacement parts:

gaskets	seals
bearings	head and tail light assemblies
water pump	tie rod ends
ball joints	engine valves
suspension bushes	drivetrain shims and spacers
rear brake rotors	idler pulleys
brake caliper repair kits	universal joints
bodywork components	window glass
clutch throwout bearing	clutch pressure plate, clutch driven plate
valve rocker covers	valve guides
valvetrain pushrods	fuel pumps

17. AMENDMENTS

CAMS reserves the right to amend these regulations at any time, including, but not limited to, such items as may affect the performance parity between the vehicle models.

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SPECIFICATIONS OF AUTOMOBILES

All vehicles in races and other speed events must comply with the General Requirements of Automobiles (see "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

3rd Category – Touring Cars
Group 3K – Saloon Cars

Part 2: Technical Regulations – AU/VT

1. PHILOSOPHY

1.1 These regulations are based on VT Holden Commodore V6-3.8 litre sedans and AU Ford Falcon six cylinder-4.0 litre sedans marketed and manufactured in Australia by General Motors Holden and the Ford Motor Company respectively, and restricted in specification to those listed herein.

The vehicles are to be representative of mass-produced family sedans with limited modifications permitted, all of which are. The intention of these regulations is to use large scale production based vehicles with limited modifications designed to make the cars more suitable for competition use, therefore producing a relatively affordable entry to motor sport. It is intended that the vehicles shall have even performance and thus emphasise driver ability over vehicle tuning and preparation.

1.2 All vehicle parts and specifications are to remain consistent with the nominated model as supplied by the vehicle manufacturer or authorised supplier at any one time, except as otherwise permitted in these regulations.

1.3 Any aspect relating to the construction and/or modification of the vehicle which is not expressly permitted in these regulations is forbidden. Modifications permitted are allowed only on the condition that the weights, specifications and/or dimensions as documented in the relevant Appendices of these regulations and relevant CAMS Vehicle Homologation Documents are adhered to.

1.4 The use of any carbon fibre or titanium components is prohibited unless specifically authorised in these regulations. Unless specifically authorised in the present regulations, or supplied as standard by the manufacturer, the use of any coating other than conventional or high temperature paints on any component of the complete vehicle is prohibited.

1.5 All engines, transmissions, final drive assemblies and the engine electronic control unit (ECU) must be sealed prior to the commencement of any qualifying session or race. The only seals recognised for this purpose shall be TASCCO seals as fitted by approved TASCCO Sealers. This shall not prevent the addition of seals by event officials for judicial or scrutiny purposes.

2. ELIGIBILITY

2.1 (a) **Holden Commodore**

Vehicles eligible are the four-door VT Holden Commodore "Executive" sedans with 3.8 litre V6 engines and five-speed manual transmissions.

(b) **Ford Falcon**

Vehicles eligible are the four-door AU Ford Falcon Forte sedans ~~(non-optioned and non-dedicated LPG)~~ with 4.0 litre six-cylinder MPI engines, five-speed manual transmissions, live rear axle assemblies and four-wheel disc brakes.

2.2 Scrutineers may refer to the workshop manuals (in printed and electronic formats) and the parts catalogues published specifically for the VT Holden Commodore sedan and the AU Ford Falcon sedan respectively. Scrutineers may also carry out scrutiny by direct comparison of vehicle components with a genuine Holden or Ford part or from a TASCCO authorised supplier.

2.3 The checking for eligibility and sealing as specified in these regulations prior to competition will be performed by authorised TASCCO sealing officers. The presence of a seal will not automatically protect the car from being subject to a protest, or from examination by scrutineers.

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3. COACHWORK

3.1 Each VT Commodore and AU Falcon must be fitted with the specified front bumper fascia and boot lid wing as per the following:

- Each VT Commodore must be fitted with either a VT - SS front bumper fascia and bootlid wing as fitted to the VT - SS model by GM Holden, or an aftermarket replacement that retains the original external shape. The original (OEM) mounting/attachment points must be used.
- Each AU Falcon must be fitted with either an AU XR6 front bumper fascia and bootlid wing as fitted to the AU XR-6 model by Ford Australia, or an aftermarket replacement that retains the original external shape. The original (OEM) mounting/attachment points must be used. It is permitted to remove the inner headlights provided that a blanking plate is secured to cover the resulting apertures. It is permitted to remove the front indicator assemblies. Additional fasteners may be added to the trailing edge of the front bumper fascia, and the front of the rear bumper fascia.

3.2 The following interior trim and fittings may be removed: Floor coverings including underfelt and deadener material, hood and pillar linings and sun visors, arm rests, centre console, parcel shelf covering, pinch weld mouldings, door opening seals, spare wheel and jack.

3.3 Original interior door trims must be replaced with flat metal trims i.e. fabricated from sheet aluminium.

3.4 External body trim (decorations), eg, side protection mouldings, may be removed

3.5 It is permitted to remove all heater and air conditioning components.

3.6 The driver's seat must be replaced by one complying with Schedule C (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport); all other seats may be removed.

3.7 The complete steering wheel assembly may be replaced by one with a minimum diameter of 330mm. It is permitted to weld an adapter to the original steering shaft to facilitate the fitment of a quick-release steering wheel assembly. The VT Commodore upper steering shaft (column) may be replaced with a VY Commodore upper steering shaft.

When a quick-release steering wheel assembly is fitted, the original upper steering shaft (column) length shall be maintained (±50mm). The quick-release steering wheel assembly adaptor shall not exceed 75mm in length.

3.8 A footrest may be fitted to the left of the clutch pedal. A floor covering of anti-slip type may be fixed to the floor of the habitacle, forward of the driver's seat. Replacement pedal pads are permitted.

3.9 A front strut brace may be fitted between the front suspension towers. This may be added by bolting only, and must be attached to the body shell only at the suspension towers.

3.10 It is permitted to cut a hole in the passenger floor well for the fitment of a Dorian transmitter holder as per Appendix A of these regulations.

3.11 The edges of the mudguard panels may be folded where they protrude inside the wheel housing. Plastic wheel arch splash guards may be removed.

3.12 The windscreen may be replaced by another one of laminated glass, possibly incorporating electric heating elements. **It is permitted to fit aftermarket windscreen demisters.**

3.13 All bodywork including any subsequent repair of race-day damage shall be to a tradesman-like standard and must permit the vehicle to be presented in as near to original condition as possible and is subject to approval by the Chief Scrutineer.

3.14 The original primary bonnet fasteners and release mechanisms must be removed and an adequate alternative retention system fitted. The boot lid fasteners may be removed provided an alternative system is provided.

3.15 It is permitted to remove the side indicator lamp assemblies (located at rear of front mudguards), the resultant hole must be covered or filled.

3.16 It is permitted to remove the VT Commodore rear seat lower mounting bracket.

4. SUSPENSION & STEERING

4.1 The following specified components must be utilised in each respective vehicle:

- road springs
- suspension dampers, including strut inserts

Each such units must be supplied by Pedders Suspension and shall be part numbered as per the automobile homologation documents.

The use of spherical bearing tie-rod ends (rose joints) is prohibited.

4.2 It is permitted to fit a aftermarket suspension stabiliser bar link pin kit.

4.3 Each suspension bush shall be of elastomeric construction.

4.4 It is permitted to fit adjustable front suspension tension rods, supplied by Croft Engineering.

4.5 On the Commodore, it is permitted to**:** ~~either~~

(a) Reposition the lower control arm inner pivot point on the "K" frame an equal amount on both sides, on a horizontal plane **in line with the centre of the original pivot points,** as per Appendix B of these regulations**.** ~~, or~~

(b) Replace the original lower control arms and tie rod ends with adjustable units as supplied by Croft Engineering. All replacement arms must bear original Croft Engineering insignia and part numbers. See Appendix C**.** ~~, or~~

(c) Relocate the bolt holes on the front strut mounting perches to obtain the desired negative camber and

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ride height measurement. After achieving the desired measurement it is required to weld a washer over any slotted hole to prevent movement.;

(d) Fit a front strut bearing retainer as per Appendix H.;

(e) Secure the top of the rear springs to their original mounting points.

4.6 On the Commodore, it is permitted to fit wheel spacers with a maximum thickness of 6mm between the hubs and the front wheels. Wheel spacers must comply with all requirements of Schedule E (see "General Requirements for Cars and Drivers").

4.7 (a) The Falcon front suspension uprights must be as fitted to the series two AU model (front mounted brake caliper).

(b) The AU Falcon top inner camber kits are free save that they must utilise the original mounting points **and** respect the original horizontal plane and vertical height. **The centre pivot point on the camber kit must be 25mm from the centre of the mounting stud as per Appendix I ~~D~~ of these regulations.**

4.8 It is permitted to remove the original rubber spring insulators. Solid spacers of uniform section may be fitted between the springs and their unmodified mounting points to achieve a desired ride height, with a maximum spacer/s thickness of 20mm in total on any one spring.

4.9 It is permitted to fit an oil cooler to the power steering system. It is permitted to vent the power steering fluid reservoir into a catch tank.

4.10 Wheel alignment on the front wheels is free within the limits of the specified components, save that the maximum negative camber at each front wheel is 5°.

4.11 It is permitted to remove or render the stabiliser bars and associated hardware inoperative.

4.12 Each bump stop may be modified or replaced, but where they are replaced they shall be constructed of elastomeric material.

4.14 On the Commodore, it is permitted to machine the top of the specified strut to reduce its effective length by 10mm.

4.15 **It is permitted to relocate the AU Falcon front damper assembly lower mounting hole a maximum of 20mm to achieve the desired ride height.**

5. BRAKES

5.1 Both models must use ferrous front brake rotors of nominal dimensions 330mm diameter and 28mm thickness. Brake rotor hats are free.

5.2 Both AU and VT models must use the PBR-C4 twin piston front caliper (part numbers B861-027 and B861-0278).

5.3 Anti-lock braking systems (ABS) must be removed.

5.4 Original brake pipes and flexible hoses may be replaced by others of adequate strength and quality.

5.5 It is permitted to fit a variable brake pressure proportioning valve in the rear brake line. This valve may be mounted within reach of the driver whilst racing.

5.6 The brake pads are free. The maximum permitted thickness of the backing plate is 6mm. The retention of the pad assembly in the caliper must be by the method envisaged by the manufacturer of the caliper assembly.

5.7 The handbrake and all associated components, linkages, brackets, cables and return springs may be disconnected or removed.

5.8 It is permitted to fit one flexible pipe (maximum 100mm internal diameter) to carry air to each front brake. It is permitted to locate the air intake ducts in the front bumper bar. All air must be for brake cooling only. The fitting at the exhaust end of the pipe is free, subject to the only modifications made to other components being those required to provide attachment of the fitting. Brake rotor protection shields may be removed.

5.9 **Master cylinders:** The master cylinder may be replaced by one interchangeable with the original. The bore size and internal valving are free.

5.10 **It is permitted to fit rear cooling ducts.**

6. ELECTRICAL

6.1 The location of the battery is free, save that it may not be located in the habitacle. The maximum battery size must be that which can fit the standard battery tray in each vehicle.

6.2 It is permitted to remove the central locking components, radio, interior lights and any non-functional electrical wiring, modules and connectors. Fuses and a master electrical circuit breaker may be added to the electrical system. Data logging shall be limited to lap timing, drive line and engine functions only. The use of telemetry is prohibited.

6.3 Supplementary switches and instruments may be fitted. The instrument cluster may be removed.

6.4 The only ECU permitted is the sealed model 4424 Stinger, as supplied by Engine Management Systems P/L (EMS). The Specified ECU must be located in the front passenger area and be readily accessible for inspection. The original ECU connector (plug) in the vehicle wiring harness (as fitted by the manufacturer) must be removed.

6.5 A high-level brake light is mandatory.

6.6 On both models, it is permitted to remove the MAP sensor and idle control motor; a blanking plate must be fitted to the resulting apertures.

6.7 It is permitted to relocate the coil packs of the AU Falcon within the engine compartment.

6.8 **It is permitted to fit an approved data storage device, including a multi-display dash with only ability to store**

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vehicle data.

Any device which has the capability of outputting any signal or data to the vehicle ECU, or that is capable of altering the vehicle engine functions in any way, irrespective of whether it is being used or not will be considered to be an ECU and therefore in breach of these regulations. Any such unit is specifically not permitted in the vehicle during competition. The data storage device must be mounted in a visually accessible position.

The software for the data storage device must not show any pin allocations set-up to read sensors other than those permitted.

The use of any form of real time telemetry or the transmission of any data other than a lap trigger signal to or from the vehicle is specifically prohibited.

The only approved data storage devices are as per the following:

AIM MXL Strata, Pista Pro Data acquisition systems, and the EMS mini logger that is supplied with the Stinger ECU.

Any other brand/make will be considered and accepted at the sole discretion of TASCCO, and must be certified and sealed by the manufacturer to the satisfaction of TASCCO to comply with the above.

Stand alone "lap timers" are free save that their only function is that of a lap timer.

6.9 The maximum engine rpm (revs) for the VT Commodore is 6250 rpm.

The maximum engine rpm (revs) for the AU Falcon is 5800 rpm.

Maximum engine rpm must be set and sealed in the control Stinger ECU by Engine Management Systems P/L (EMS).

7. FUEL & FUEL TANKS

7.1 Only ~~unleaded~~ Commercial Fuel as defined by CAMS may be used.

7.2 Fuel tanks must be as provided by the manufacturer.

7.3 To facilitate both fuel sampling and pressure testing, entrants must fit a "dry break" coupling to the fuel system under the bonnet, eg, Snap-Tite PNQD588-06D or similar. Competitors must furnish the appropriate matching connector to facilitate such sampling and pressure testing.

7.4 Original equipment fuel injectors may be replaced by other interchangeable units. Fuel rail pressure must not exceed 350 kpa.

8. TYRES & RIMS

8.1 Each tyre used must be the KUMHO Ecsta 245/40R17 V70A K90.

8.2 Each wheel must be CSA 'Gladiator' 17" x 8" or CSA Speedster 17" x 8", and be unmodified save for painting and polishing.

8.3 At no time during practice or racing may the tread, when measured at any point, be less than 1mm depth, save that this does not apply to the shoulder of the tyre.

9 (A). ENGINE – VT HOLDEN COMMODORE

9.1 (a) The only permitted engine is the V6 Ecotec engine as fitted to the VT Holden Commodore.

9.2 (a) Cylinder head valves: The valves' seat faces must be re-cut at 45°. Back cutting of the valves is permitted. The maximum inlet valve size is 45.7mm and the exhaust 38.6mm.

Cylinder heads: It is permitted to machine the valve seats in the cylinder heads at 45° with the overcut/undercut angles/radii being free. It is permitted to reclaim the valve seats as per the manufacturer's specifications, including through the use of a seat insert.

It is permitted to machine the top of the valve guides to a minimum height of 20mm above the spring seat.

It is permitted to machine the ports from the valve seat to the untouched valve guide boss with the largest diameter at the valve seat. All machine work must be concentric with the centre line of the original valve guide.

It is permitted to machine the cylinder head face parallel to the original surface to obtain the minimum combustion chamber volume.

The use of hardened or machined valve collets and retainers is permitted.

The valve springs are free subject to there being a maximum of two springs per valve. It is permitted to fit shims under the valve springs.

9.3 (a) Camshaft: The only camshaft permitted shall be Crow Cams part number TASCCO3800. Each camshaft must match the Crow CAMS cam doctor report for that specific camshaft. Camshaft bearings shall be ACL part number 4C5106, or ISC19549 oversize back.

It is permitted to remove the internal balance shaft and gears, whereupon the rear balance shaft bearing oil supply hole may be blocked. The timing chain and gears are free. The camshaft phase angle in relation to the crankshaft is free.

9.4 (a) Crankshaft & rods: The crankshaft journals may be reground a maximum of 1.0mm (.040") undersize, with a maximum stroke of 86.4mm. The crankshaft minimum weight shall be 15.20kg. The connecting rods may be re-sized and machined to provide additional side clearance. The connecting rod minimum weight is 610g. Localised machining is authorised to facilitate the use of replacement rod bolts.

Main and connecting rod bearings are free save that they must maintain the original external dimensions.

9.5 (a) Balancing: All rotating and reciprocating components may be balanced by the removal of metal only from the locations so provided by the manufacturer.

Piston balancing will be achieved by removal of metal from the underside of the piston only.

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Only the specified flywheel as supplied by Adelaide Clutch Service (part number FGM112C) is permitted.

The flywheel may be machined on the friction surface only, and balanced to a minimum weight of 9.50kg. The minimum torsional damper weight shall be 3.50kg.

9.6 (a) Intake manifold: The intake manifold may be glass bead blasted. It may be machined on the cylinder head and block mating faces to obtain correct fitment to the engine.

Match porting of the inlet manifold ports for a maximum distance of 6mm from each left and right hand face is permitted, as per Appendix D of these regulations.

The original air cleaner box must be removed and replaced with a cone-type replacement air element. The element must be attached directly to the front (75mm x 300mm) snorkel tube mounted in its original location. The original cold air duct to the air cleaner assembly may be removed. It is permitted to fit a snorkel tube part number 4002 supplied by Pacemaker.

The PCV system must be removed, and the resulting holes in the inlet manifold and throttle body must be mechanically sealed.

9.7 (a) Lubrication: Baffling of the sump is permitted. The oil pressure relief valve spring may be shimmed. It is permitted to fit an engine oil cooler provided that the bodywork is not altered for the purpose of its fitment, nor may it be fitted outside the confines of the standard bodywork.

9.8 (a) Engine block: The engine block may be re-bored to a maximum of 1.00mm (0.040") oversize.

The only pistons permissible shall be ACL part number 6MKRY3802 or 6MKRY9381S. For ACL 6MKRY3802 pistons the minimum cylinder head combustion chamber volume is 50cc. For ACL6MKRY9381S pistons the minimum cylinder head combustion chamber volume is 54cc. The minimum permissible piston weight, with gudgeon pin, is 474g.

There must be two compression rings and a segmented oil ring on each piston.

The piston ring gaps may be adjusted but the gap in each compression ring must be transected by a single plane parallel to the cylinder bore.

The engine block face may be machined in a plane perpendicular to the cylinder bores. The **6MKRY93802** pistons must not protrude **above the block face** any more than 0.25mm (0.010") from the engine block face at TDC.

The ACL6MKRY9381 pistons must not protrude above the block face at TDC.

It is permitted to fit extra engine breathers, but all breathers must discharge to a catch tank which is vented to the atmosphere.

9.9 (a) Head gasket: The cylinder head gaskets must be of standard configuration type and dimensions for the model with the following minimum thickness: 0.95mm.

9.10 (a) Valve train: It is permitted to shim the rocker arm pedestals to obtain the correct tappet settings.

9.11 (a) It is permitted to fit an external timing pointer to the timing chain cover.

9 (B).ENGINE – AU FORD FALCON

9.1 (b) The only permitted engine is the 4.0 litre MPI engine as fitted to the AU Ford Falcon.

9.2 (b) Cylinder head valves: The valves' seat faces must be re-cut at 45°. Back cutting of the valves is permitted. The maximum inlet valve size is 47.0mm and the exhaust 41.0mm.

Cylinder head: It is permitted to machine the valve seats in the cylinder head at 45° with the overcut and undercut angles/radii being free. It is permitted to reclaim the valve seats as per the manufacturer's specifications. It is permitted to machine the ports from the valve seat to the untouched valve guide boss with the largest diameter at the valve seat. All machine work must be concentric with the centre line of the original valve guide.

It is permitted to machine the cylinder head face to obtain a minimum combustion chamber volume of 57cc for part number 6MKRY4002 pistons, and a minimum combustion chamber volume of 64cc for part number 6MKRY9414S pistons. It is permitted to fly cut the 6MKRY4002 piston to facilitate exhaust valve clearance.

Machining of the head face is permitted provided it is parallel to the original surface.

The use of hardened and/or machined collets and retainers is permitted. The valve springs are free subject to there being a maximum of two springs per valve. It is permitted to fit shims under the valve springs

9.3 (b) Camshaft: The only camshaft permitted shall be Crow Cams part number TASCCO3900. Each camshaft must match the Crow CAMS cam doctor report for that specific camshaft. The timing chain and gears are free. The camshaft phase angle in relation to the crankshaft is free.

9.4 (b) Crankshaft & rods: The crankshaft journals may be reground to a maximum stroke of 99.3mm. The crankshaft minimum weight shall be 29.40kg.

The connecting rods may be re-sized and machined to provide additional side clearance. The connecting rod minimum weight is 615g. Localised machining is authorised to facilitate the use of replacement rod bolts.

Main and connecting rod bearings are free save that they must maintain the original external dimensions.

9.5 (b) Balancing: All rotating and reciprocating components may be balanced by the removal of metal only from the location so provided by the manufacturer. Piston balancing will be achieved by removal of metal from the underside of the piston only.

The flywheel may be machined on the friction surface only, and be balanced to a minimum weight of 9.100kg. It is permitted to use an after market flywheel as supplied by Adelaide Clutch Service (part number FFD112C).

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9.6 (b) Intake manifold: The intake manifold may be glass bead blasted. It may be machined on the cylinder head mating face to obtain correct fitment to the engine. Match porting of the inlet manifold ports for a maximum distance of 6mm from the mounting face is permitted, as per Appendix D of these regulations.

The original air cleaner box must be removed and replaced with a cone-type replacement air element attached directly to the controlled air intake tube as supplied by Pacemaker - Part No 4001. It is permitted to remove the inlet manifold mounting lug to obtain correct fitment of the intake tube.

It is permitted to fit an after-market vacuum tank.

9.7 (b) Lubrication: Baffling of the sump is permitted. The oil pressure relief valve spring may be shimmed.

It is permitted to fit an engine oil cooler provided that the bodywork is not altered for the purpose of its fitment, nor may it be fitted outside the confines of the standard bodywork.

9.8 (b) Engine block: The engine block may be rebored to a maximum oversize of 1.0mm (.040").

The only pistons permissible shall be ACL part number 6MKRY4002 or 6MKRY9414S. The minimum weight of each piston with gudgeon pin shall be 499g.

There must be two compression rings and a segmented oil ring on each piston.

The piston ring gaps may be adjusted but each compression ring gap must be transected by a single plane parallel to the cylinder bore.

The engine block face may be machined in a plane perpendicular to the cylinder bores. The pistons must not protrude from the engine block face at TDC.

It is permitted to fit extra crankcase breathers but all breathers must discharge to a catch tank that is vented to the atmosphere.

9.9 (b) The cylinder head gasket must be of standard configuration type and dimensions for the model with the following minimum thickness: 0.70mm.

10. EXHAUST

The exhaust system is free from the exit of the cylinder head. It is permitted to modify the pinch weld flanges under the sill panel (locally) to facilitate the exit of the exhaust. The exhaust system may coated with materials other than paint (eg, ceramic/high temperature coatings).

It is permitted to raise the rear passenger footwell on one side of the vehicle only to a maximum vertical height of 75mm and a maximum width of 300mm to accommodate the muffler. Such modification shall be fully welded to the remaining floorpan, shall not extend into the sill box section and shall serve no purpose other than to accommodate the muffler.

11. COOLING SYSTEM

11.1 Engine: It is permitted to remove the original fan and fit a replacement electric fan. The fan shroud may be removed. The thermostat is free as is the control system of the fan. The original radiator may be replaced provided that the original mounting points are utilised, the front plane of the radiator remains in the same location as the original and that no modifications are carried out for its fitment. The radiator design, construction and fitment must serve no purpose other than to cool the engine coolant. A protective mesh screen may be fitted in front of the radiator. A water filter may be fitted to the top radiator hose.

It is permitted to fit radiator air ducting to the front of the radiator to aid engine cooling, provided that the bodywork is not altered for the purpose of its fitment, nor may it be fitted outside the confines of the standard bodywork. All ducting must serve no other purpose other than radiator coolant cooling.

11.2 Transmission: It is permitted to fit a transmission lubricant cooler, filter and pump. The cooler, filter and pump must be fitted beneath the vehicle in the "seat well" area as per Appendix E of these regulations, and must only be utilised for the cooling of the transmission lubricant. Local machining of the bell housing is permitted on the Commodore to facilitate clearance for the starter motor. A circular hole of diameter 50mm must be made in the bottom of the bell housing to facilitate inspection of the clutch assembly and flywheel.

It is permitted to drill and tap a thread into the transmission casing to accommodate the cooler return line.

12. TRANSMISSION

12.1 Gearbox:

VT Holden Commodore: Only the T5 manual five-speed Borg-Warner gearbox and bell housing from the VN-VS Series 1 models may be used.

AU Ford Falcon: Only the T50D manual five-speed gearbox and bell housing EA – AU may be used.

To facilitate the fitment of the T5 (VT) and T50D (AU) manual transmissions it is permitted to modify the rear transmission mounting and cross-member, and the gearchange aperture in the floor pan as per Appendix F of these regulations.

It is permitted to replace the original rear countershaft bearing retainer with an aftermarket unit.

Internal gearbox components are free save that they shall perform the original operation of the T5 for Holden Commodore and the T50D for the Ford Falcon, ie, synchromesh operation. Dog tooth engagement is prohibited.

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The only permitted gear ratios are:

	Commodore	Falcon
1st	3.25:1	3.50:1
2nd	1.77 or 1.99:1	2.14:1
3rd	1.29:1	1.39:1
4th	1.00:1	1.00:1
5th	0.83:1*	0.78:1
Reverse	3.15:1	3.39:1

12.2 The breathers for the gearbox and final drive assembly may have extensions fitted by way of a length of tubing.

12.3 **Rear axle assembly:** The differential action of the rear axle must be disabled. A "mini spool" may be fitted to the existing differential casing or a full spool may replace the original differential carrier assembly. It is permitted to fit mechanically identical replacement rear axles or half shaft assemblies.

The final drive ratio must be 3.45:1 for the AU Falcon and either 3.73:1 or 3.7:1 for the VT Commodore.

It is permitted to fit one flexible pipe (maximum 100mm internal diameter) to carry air to the VT final drive assembly. It is permitted to fit the Harrop "Enduro" differential cover (Harrop part no. 99-ACVR6941-00) to the VT Commodore.

12.4 **Clutch:** The clutch assembly may be replaced by a non-genuine (as described in article 16) part, save that the pressure plate assembly cover must be of steel construction. It must use a single driven plate. The minimum diameter of the clutch driven plate for both models is 240mm.

12.5 It is permitted to modify the Commodore clutch actuating system as per Appendix G of these regulations.

12.6 It is permitted to fit a clutch pedal stop.

12.7 It is permitted to fit an aftermarket gear shifter subject to the original shift pattern being retained. The gearchange lever is free, save that the replacement must serve only as a gearchange lever, and it must be attached in the original manner.

12.8 It is permitted to shorten the front section of the Commodore tailshaft, or utilise the front section of a V8 automatic (VT) tailshaft to obtain the correct fitment to the T5 manual transmission. It is permitted to elongate the VT Commodore tailshaft centre bearing mounting bolt holes to facilitate the correct fitment of the tailshaft.

It is permitted to replace the front tailshaft yoke (VT) with the yoke suited to the T5 manual transmission as fitted to the VN-VP model Commodores.

13. SAFETY CAGE

The safety cage design must be in compliance with Schedule J (see "General Requirements for Cars and Drivers"). No part of the ROPS may penetrate the front or rear firewalls, save for mounting bolts.

14. WEIGHTS & DIMENSIONS

		Commodore	Falcon
14.1 Minimum racing weight:		1450kg	1450kg
14.2 Track:	Front	1650mm maximum	1594mm maximum
	Rear	1586mm ±15mm	1565mm maximum
14.3 Wheelbase:		2840mm ±20mm	2792mm ±20mm

14.4 All fully-sprung components of the vehicle, in as raced condition (excluding the complete exhaust system) shall be at least 100mm above the ground.

14.5 Ballast may be used to achieve the minimum weight requirements, and, if used, shall comply with CAMS requirements.

14.6 CAMS, in consultation with TASCCO, reserve the right to adjust the minimum racing weight of the vehicle models to achieve performance parity.

15. AUTHORISED PARTS

The following parts may be from any source provided that their use does not result in unauthorised modification of any other component: fasteners, nuts, bolts, screws etc, lamps, auxiliary gauges, battery clamp and leads, battery, spark plugs and leads, coil packs, auxiliary bonnet fasteners, idler pulleys, gear shifter, tie rods and suspension stabiliser bar link pin kits.

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16. NON-GENUINE PARTS

In addition to other parts specified elsewhere in the present regulations, the use of non-genuine replacement parts as specified below is permitted. The parts must be mechanically and functionally identical replacement parts:

gaskets (excluding head gaskets)	ball joints	clutch throwout bearing
seals	tie rod ends	engine cylinder head valves
bearings	suspension bushes	gearbox, rear axle and differential bearings
head and tail light assemblies	brake caliper repair kits	shims and spacers
water pump	universal and CV joints	wheel bearings
fuel pumps	fluid filters	valve rocker covers
engine ancillary drive belts	bodywork components	valve guides **and pushrods**
water hoses and clamps	window glass	rear brake rotors

17. AMENDMENTS

CAMS reserves the right to amend these regulations at any time, including, but not limited to, such items as may affect the performance parity between the vehicle models.

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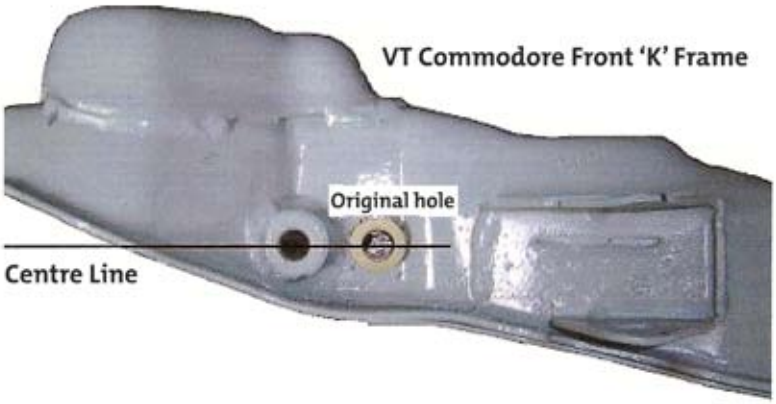
Appendix A

AU Falcon

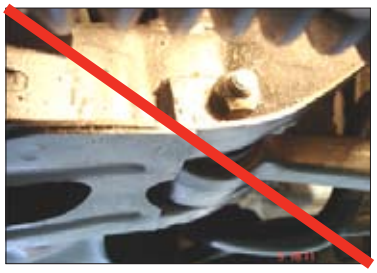
VT Commodore

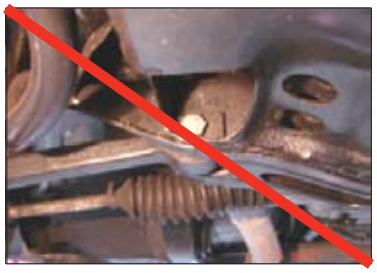
Dorian transmitter location

Appendix B



VT Commodore "K" Frame Modification





~~VT Commodore lower control arm inner pivot modifications~~

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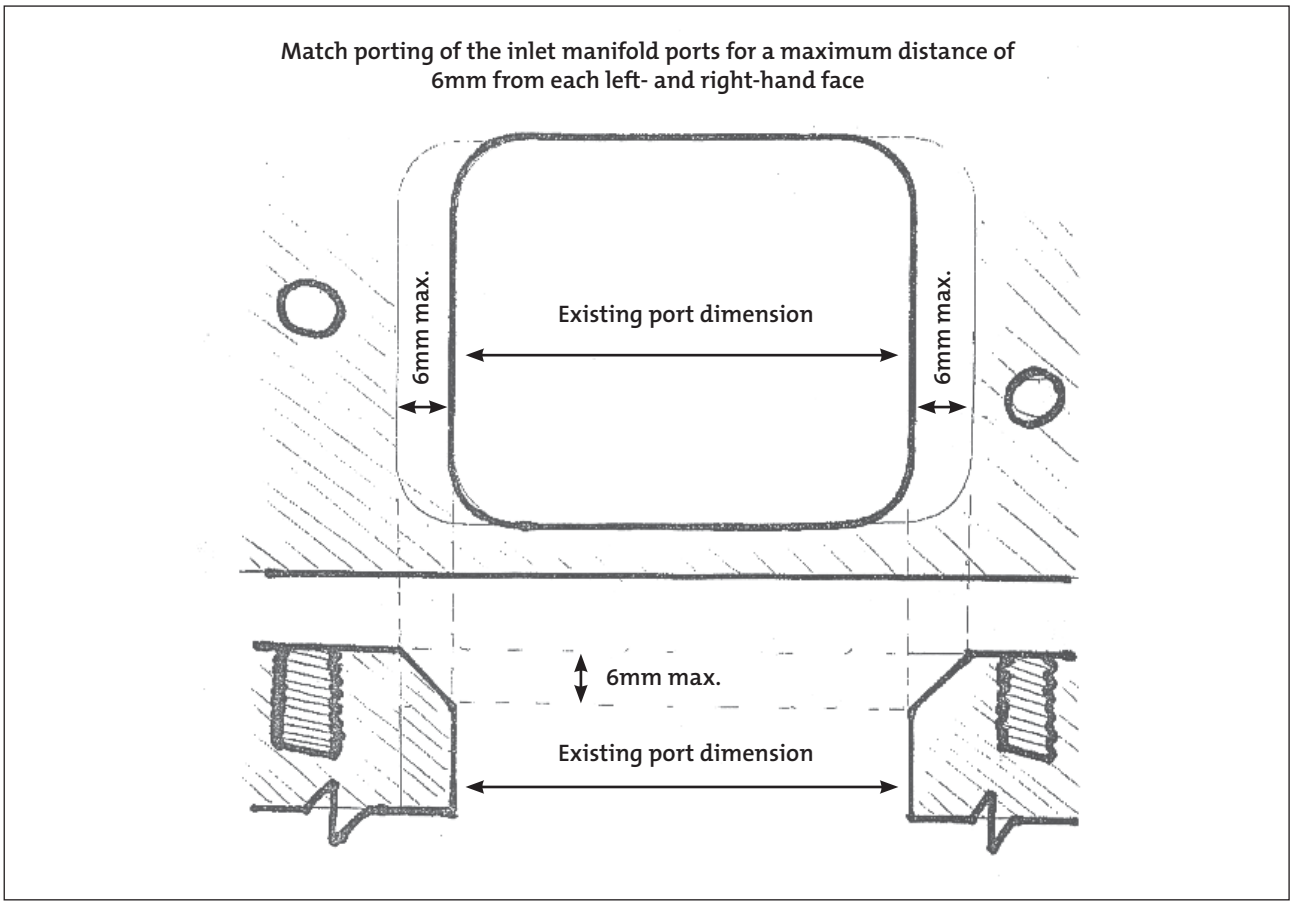
Appendix C

VT Commodore Croft suspension arm and tie rod ends

Appendix D



Match porting of inlet manifold

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Figure 1. Cooler, filter & pump installation

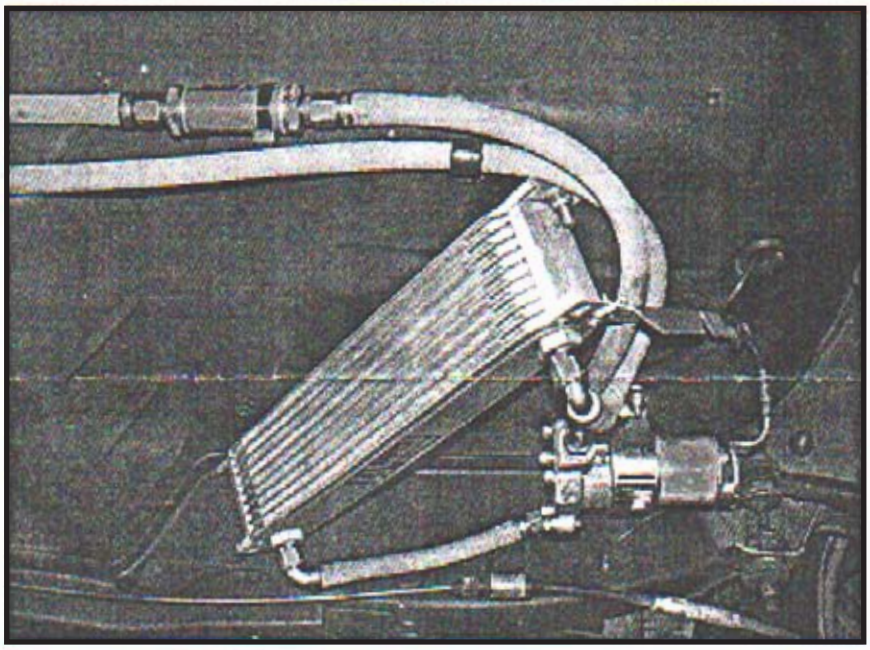
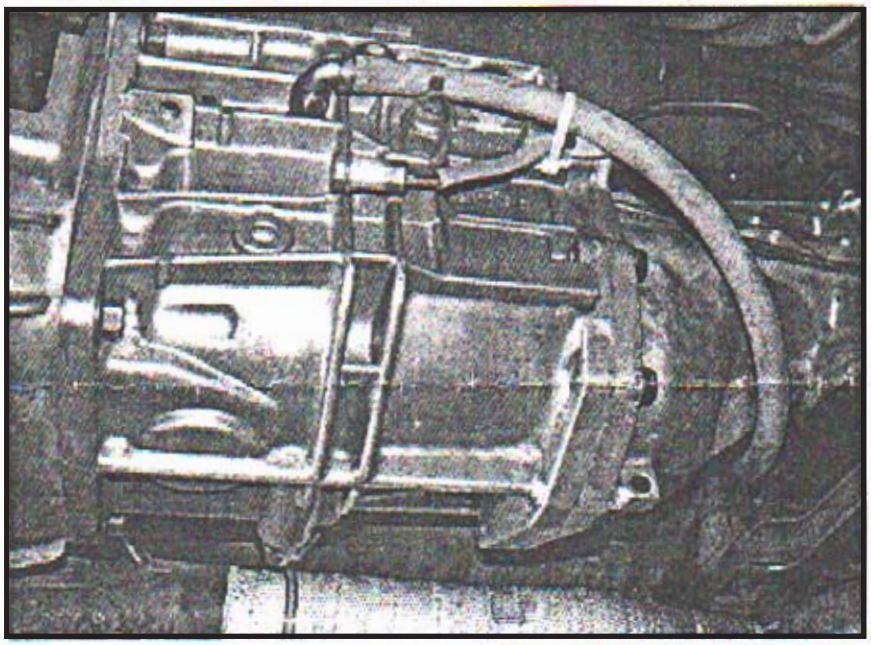


Figure 2: Return hose



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Appendix F

AU Falcon transmission mounting modification

VT Commodore transmission mounting

Appendix G

VT Commodore clutch actuating modifications

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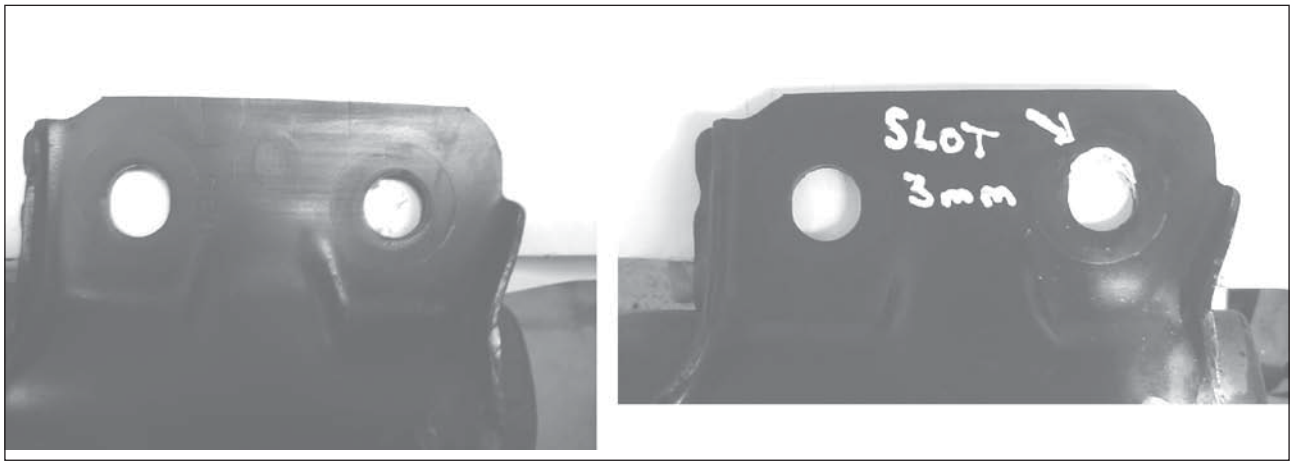
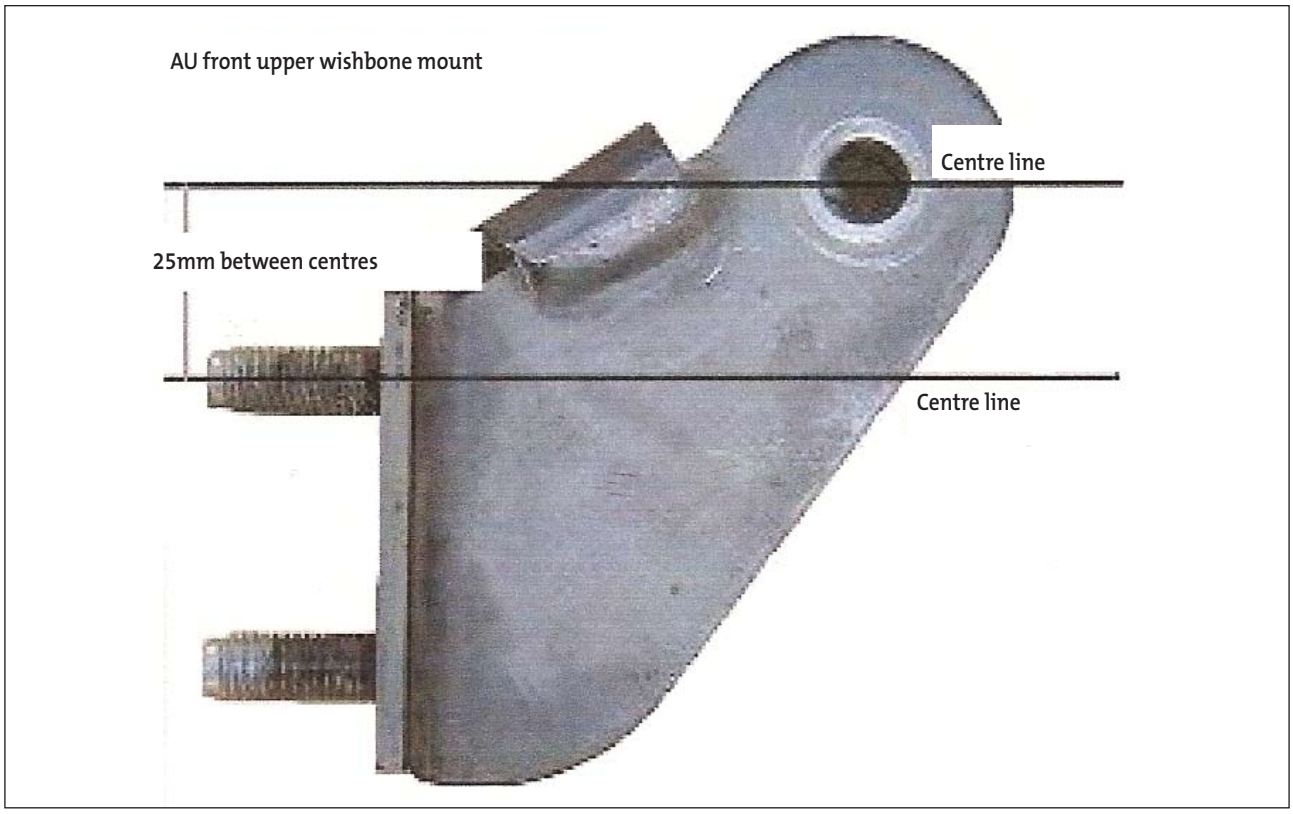
Appendix H



Slotted

Slotted 3mm

Appendix I



AU Falcon upper wishbone mount

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