



SERIES REGULATIONS

Effective as at 01/01/2022



PHILOSOPHY:

The express purpose of these regulations is to ensure that vehicles in the various groups compete in a condition mechanically and visually compatible with the period of racing being portrayed.

No component of the power train, front suspension, rear suspension or brakes may be altered, modified, or changed, nor be of other than manufacturers origin, unless specifically authorized in these regulations. The re-siting of components is considered to be a modification. All modifications are strictly prohibited except as specifically authorized within these Regulations.

Two classes of cars are allowed, a Class for cars not exceeding an engine capacity of 302 cubic inches plus .060" maximum bore, referred to as 302 Class, and a Class for cars with a maximum capacity of 350 (Chev), 351(Ford), 360 (AMC) , or 360 (Mopar) cubic inches plus the .060" maximum bore, referred to as 351 Class.

Engines – You are only permitted to install the OEM (Original Equipment Manufacturer) engine brand to the OEM vehicle as per the following;

1. A Ford engine can only be installed into a Ford product. A Ford product is defined as a Ford, Mercury or Lincoln.
2. A Chevrolet engine can only be installed into a General Motors (GM) product. A GM product is defined as a Chevrolet, Pontiac or Buick.
3. A Mopar engine can only be installed into a Mopar product. A Mopar product is defined as a Chrysler, Dodge or Plymouth.
4. An AMC engine can only be installed into an AMC product. An AMC product is defined as either an AMX or Javelin.
5. Should any other OEM vehicles join ATA the same rules will apply.

There are only Two (2) Divisions for the 2019 season.

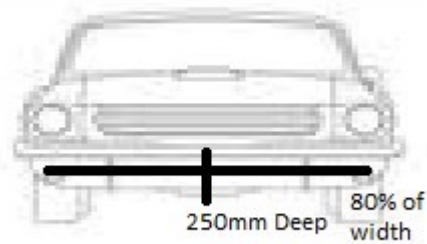
1. **Trophy class** is in place for 6 Litre engined cars
2. **Classic 5 litre class** is for 5 litre cars that have been built to the specs set aside for the class (refer to specs elsewhere)

If you have any queries regarding interpretation or intent of any section of these rules, please phone Shane Beikoff on 0418 722156.

1. BODYWORK 1963-1974

- 1A. Body shape must retain original format and silhouette, and image of the cars of the era. Race cars may be Right Hand or Left Hand Drive.
- 1B. Hood (Bonnet), front guards, nose cone and boot lid maybe replaced with fiberglass material. All fiberglass panels must retain original panel shape. The Bonnet must be retained by a minimum of 4 pins. **Carbon fibre is not permitted.**
These items should be replaced only as a cost and availability option.
- 1C. Aftermarket bonnet cowl induction hoods are allowed but must be a maximum of 2 inches (50mm) high unless a Factory fitted cowl for that model is higher.
- 1D. It is permitted to flare the front and rear guards by 30mm in the same silhouette as the original guard for the relevant car.
The subsequent overall width of the car measured horizontally at the flares must not be more than an original non-flared car, plus a tolerance of 1% maximum, plus 60mm.
- 1E. Inner front guards are to be retained at a minimum of 60% of original size or area.
- 1F. Paint colour of the era should be retained. Car presentation should be to a tradesman-like manner.
- 1G. Under trays or fairings fitted to the under body to aid aerodynamics are not permitted.
- 1H. Spoilers must be original design/shapes of the era. Front Spoiler must be constructed of fiberglass, plastic, steel, or aluminium, it is **not** permitted to integrate the front spoiler into the nose cone when using a fiberglass nose cone and spoiler. Front spoilers must be detachable. Regardless, the front spoiler must not be more than

250mm in depth at its maximum point and not have a width greater than 80% of the standard width of the vehicle.



- 1I.** Bumpers on vehicles from 1963 to 1969 may be removed. Bumpers may be replaced with fiberglass bars but must retain original shape and mounting points.
- 1J.** Side windows may be removed or replaced with polycarbonate items minimum thickness 3mm clear material. Ducts (Nacca) may be installed in side windows. The preferred method of Glass/Polycarbonate windows is of original mechanism.
- 1K.** Headlights may be removed, but openings must be covered. Vehicles so modified may be excluded from night time events. Please note that in some rain affected races it is required by race officials to nominate that headlights and rain light to be turned on, in this case for vehicles with no headlights or rain light you won't be permitted to take part in these races. A stall light is also to be installed on the rear of the vehicle.
- 1L.** All vehicles must have functional windscreen wipers (minimum one)
- 1M.** The floorpan may be modified in local areas for the purpose of accommodating only the exhaust system, gearbox and shifter.
- 1N.** The firewall may have limited modifications i.e. air boxes through cowl vent, pedal box fitment or to cover heater box holes.
- 1O.** Rear Brake/Tail lights must be operational.
- 1P.** Original wheelbase must be to manufacturer's specifications +/- 12 mm.
- 1Q.** Components may be lightened i.e. drilling of brackets, but they must retain original shape and form.
- 1R** Pedal box assemblies (Tilton Style) are permissible by either under dash or floor mount.
The resulting position of the pedal pads must be in the same position laterally and longitudinally as the original manufacturers pedal pads.
- 1S** Engines may be repositioned rearwards up to 50mm from original factory position, however firewalls must remain in the manufacturers original position and shape; Standard original factory longitudinal engine positions are specified by the windscreen cowl to carby centre measurement.

For engine heights, engine positions are specified from the top of guard to the centre of crank pulley; Engines may be lowered no more than 30mm from the standard location.

1T Chassis rail modifications to strengthen or reinforce weak areas are permitted. The permission to carry out any Mods though must be first discussed with Shane Beikoff, prior to work starting.

1.U If a fellow competitor feels that a vehicle does not comply with the ATA rules they may have the vehicle inspected by the eligibility officer (Shane Beikoff) after advising what part of the vehicle requires inspection and the lodgment of \$500 bond to have the vehicle scrutinised in company with the car owner, the party that has lodged the complaint will be advised of the outcome, following the inspection. If the vehicle does comply the \$500 will be forfeited, if the vehicle does not comply the \$500 will be refunded. This excludes engines as all engines are inspected and sealed by Shane Beikoff.

2. UPHOLSTERY 1963-1974

- 2A.** All floor coverings may be removed.
- 2B.** Door panels, rear side panels, front kick panels to be in original form and shape.
- 2C.** Aluminum or steel panels must be fitted between boot and cabin to seal off the interior cabin.
- 2D.** Passenger seats maybe removed.
- 2E.** Steering wheel must be of the 1960-1970 period.
- 2F.** Dash pad must be retained.
- 2G.** Instrument panel can be made of aluminium.
- 2H.** Gauges must be of the era, tell tails allowed, and shift lights
- 2I.** Tachometers may be fitted.
- 2J.** Removal of headlining is permitted.

3. ROLL CAGE 1963-1974

- 3A.** Minimum 6-point roll cage is mandatory.
- 3B.** Roll Cage can pass through front firewall to maximum of 300mm past front control arm.
- 3C.** Roll Cage can pass through rear panel to maximum of 400mm past diff center line.
- 3D.** Main roll hoop and backstays must have brace in each plus cross brace in roof.

3E.	Minimum Diameter	Wall Thickness
<u>Main Hoop</u>	44.45mm x	2.5mm
	50.00mm x	2.0mm
<u>Braces</u>	38.00mm x	2.5mm
	40.00mm x	2.0mm

All roll cages must be constructed to CAMS general roll cage requirements and with CAMS suggested material.

Roll cages must be fitted with FIA Approved padding in areas adjacent to the driver.

4. SAFETY STANDARDS REQUIREMENTS

- 4A. Fire Extinguishers are compulsory, minimum 1kg steel older safely secured
- 4B. Safety harness must be a minimum 5 point mounting and carry current FIA Approval numbers.
- 4C. A Window net is compulsory, it must be attached to the roll cage.
- 4D. Seats must be FIA or SFI approved only.
- 4E. Front screen must be laminated glass
- 4F. Rear screen maybe replaced with appropriate clear material lexan or polycarbonate
- 4G. A drive shaft loop is required at the front, the rear is optional.
- 4H. All vehicles must be fitted with a battery isolation switch capable of turning off the engine. The switch must be in reach of the driver in his secured driving position. There must be a second switch, or a remote means of operating the main switch, from the vicinity of the base of the A pillar on the driver's side, The external device shall be clearly marked by a symbol showing a red spark in a white-edged blue triangle of minimum edge length 150mm.

5. SPONSORSHIP SIGNAGE

- 5A. Sponsorship signage is permitted with prior approval from the category executives. Where possible it is required to represent the style of signage from the period of the original Trans-Am series.
- 5B. Competitors should be aware that at some events where series or event sponsors are to be shown on vehicles they will make provisions to do so.
- 5C. Contingency decals may be presented to competitors to support products or manufacturers supporting the category. This may prevent competitors from earning championship points if these decals are not placed in the required positions.
- 5D. Vehicle specific layout is shown on the Category signage plan and must be adhered to by all competing vehicles.

6. SUSPENSION & Brakes 1963-1974

- 6A. Original O.E type suspension is to be retained.
- 6B. Shocks are free excluding the use of external type or remote canister type. The use of Coil over design shocks is not permitted. The Coil Spring cannot be retained or managed from any given point of the shock absorber. Shock absorbers must be mounted in original position +/- 25mm for cars log booked from Aug 2013.
- 6C. It is compulsory to use a 4-piston cast iron Brake Caliper of the era or the controlled Wilwood Caliper Part No. WIL-120-10525 as supplied by Wilwood, no modifications permitted.
Front brake Calipers produced by BHSS with specific reference to (Embossed as Australian Transam) are permitted to be used and are available to all members through ATA only.
- 6D. Springs are free, mounted in original positions.
- 6E. Steel or poly bushings are permitted in any replacement part of the suspension, including spherical joints.

- 6F.** Tubular A arms are not permitted.
- 6G.** Sway Bars are free excluding hollow or multiple splined ends.
- 6H.** Front spindle may be modified or replaced using OEM or drop style spindle.
- 6I.** Front suspension pick-up points may be moved up to a maximum of 30mm from original position.
- 6J.** Steering box must be original configuration. Collapsible columns should be retained where possible. Remanufactured columns may be used but must replicate original design.
- 6K.** Adjustable ride height is permitted.
- 6L.** Maximum disc rotor size for front and rear is 12 inches (305mm), 4 or 5 stud minimum on all wheels ½ inch studs preferred.
- 6M.** It is permissible to use an adjustable rear Watts Link assembly or an adjustable rear panhard rod.
- 6N.** It is permissible to fit up to 2 x rear trailing arms; no modifications to the original manufacturers floorpan are permitted, mountings are not to protrude inside the line of the original manufacturer's floor pan.

7. WHEELS AND TYRES 1963-1974

- 7A.** It is compulsory to use wheels of the era i.e. Mini lite style or Torque Thrusts for example.
- 7B.** Wheel maximum size is 15" diameter x 8.5" width.
- 7C.** Category control Hoosier tyres must be used as purchased through Australian Trans-Am. Wet weather tyres will be a control Hoosier tyre, also to be purchased through Australian Trans Am. Maximum Tyre size allowed is 25.5" x 10".
- 7D.** A maximum of four (4) new tyres are allowable for the seasons first race meeting, plus two (2) used marked tyres from a previous race meeting. All subsequent series race meetings for the season, only two (2) marked new tyres & two (2) marked used tyres are allowed. Marked tyres can only be used on the car that they have been allocated to , clearly showing the cars competition number.
- 7E.** HOOSIER TYRE Contingency decals must be run on all vehicles as directed by Australian Trans-Am management.

8. ENGINE 1963-1974

- 8A.** The engines allowed are Ford 289, 302, 351; Chevrolet/Pontiac 302, 327,350; Mopar/AMC 318, 340, 360. Maximum Bore 4 inch plus 0.060"

AMC engines may have a maximum bore size of 4.125" but only when combined with a maximum stroke allowed of 3.300", resulting in a maximum engine capacity of 352 cubic inches.

Regardless of bore and stroke sizes used, the maximum AMC engine capacity allowed is 360 cubic inches.

- 8B.** The Maximum Compression Ratio allowed is 11:1.
- 8C.** The maximum Stroke allowed is 3.500" on any engine except for 360 Mopar which has a maximum stroke of 3.580". The minimum big end journal size on any model crank is 2.00", including the maximum grind allowed on any crankshaft of .040" undersize. Total Engine Capacity not to exceed 362.49ci or 5.94l except for 360 mopar which can be a maximum of 370.6 ci
- 8D.** Blocks (cast iron) can be new with the approval of the Category Technical Officer.
- 8E.** It is permissible to use Edelbrock intake manifolds Victor Jnr or RPM Air Gap series. Manifolds are to be of OEM configuration with no port work. Inlet manifolds may be hand-blended in the ports for a maximum distance of 10mm from the faces that mount to the cylinder heads.
- 8F.** No electric water pumps allowed
- 8G.** It is compulsory to use an MSD Distributor, with MSD Ignition unit, screw drive or chip adjustable RPM limit. The MSD ignition unit must be the sole source of the relevant class RPM limit, and be positioned in the passenger side globe box area, but outside the reach of the driver, and be easily accessible for RPM limit checking.
- A controlled category wiring loom from the MSD Ignition unit to the MSD Distributor must be used, and be visible for category checking. Secondary or alternate ignition units and related wiring are not permitted.
- 8H.** Holley, AED & Quick Fuel Carburetors 0-80509-1 830HP or 0-80511-1; 0-80528 750hp are allowed, Step down booster or annular. No carburetor modifications are permitted except for jets and power valves.
- 8I.** Camshafts are free, Including roller configuration.
- 8J.** V Type pulleys only, other than dry sump pump drive.
- 8K.** Dry sumps are permitted, including Gilmer Drive for oil pump only.
- 8L.** No turbo or supercharging is permitted.
- 8M.** Connecting rods must be steel only.
- 8N.** The use of Titanium in engine components is prohibited.
- 8O.** Cylinder heads must be cast iron or aluminum, two valves per cylinder, including 'as cast' intake & exhaust ports with a maximum advertised intake port volume of 200cc, must retain original port positions.
- i.e. must accept factory OEM Exhaust Manifold, and the relevant Felpro shape inlet manifold gaskets for the respective models, (Ford Windsor 1262, Chev 1206, Ford Cleveland 1240, Mopar 1213 inlet gaskets), heads must retain the original valve angles, and original valve centerlines except for Ford Windsor which can be 53/119. It is permissible to use stainless steel valves.
- 8P.** Cylinder heads must have 'as cast' ports, machining or hand finishing of the ports is prohibited, save for blending inlet and exhaust ports to a maximum of 1 inch from the valve insert, and hand port-matching from the inlet face for a maximum distance of 1 inch. Valve guides must remain as the manufacturer supplied. The maximum allowed final intake runner volume from the closed valve to the intake face is 200cc + 5% tolerance for blending as described = 210cc maximum.
- Note: a Category controlled cylinder head, similar to the heads currently used by most Category cars, may be introduced for 2016, but will still be subject to the existing rules 8O and 8P as run to date.

- 8Q.** All Australian Trans-Am race cars must use commercially available pump fuel, by definition being that fuel which is available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in Australia, but specifically for this category being limited to either Shell V-Power 98, BP Ultimate 98 or Caltex Premium Vortex 98 only.
- Fuel testing including, but not limited to, comparison checks for colour, conductivity and specific gravity against pump fuel samples purchased by the category will be undertaken.
- 8R.** To be eligible for competition, cars must be fitted with engines that have been inspected by the Category Engine Sealer and sealed on both the inlet manifold and the engine sump. All engines must be measured and sealed by the Category appointed Engine Sealer (Shane Beikoff)
- 8S.** Engine Capacity will determine Class weight and RPM limit of vehicle.

APPROVED TRANS-AM MANIFOLD LIST

Small Block Chev	RPM Air Gap Part #7501 Victor Jr Part #2975	AMC	RPM Air Gap Part #7530/1 Torker Part #2930
Small Block Chrysler	RPM Air Gap Part #7576 Victor Jr Part #2915		
Small Block Ford	RPM Air Gap Part #7521 Victor Jr Part #2921	Pontiac	RPM Air Gap Part #7156 Torker Part #5056
Ford 351 Windsor	RPM Air Gap Part #7581 Victor Jr Part #2980, #2981		
Ford 351 Cleveland	RPM Air Gap Part #7564 Wieand Xcellerator P/no 7516 Victor Jr Part #2980, #2981		

9. DIFFERENTIAL 1963-1974

- 9A.** It is permissible to use Ford nine inch, 10 bolt, 12 bolt or Dana and 8.3/4.
- 9B.** It is permitted to use any production diff ratio with the range of 3.43 To 1, to 4.1 to 1.
- 9C.** Rear spring design is to be as per the original model, rear coil springs can be used if original fitment.
- 9D.** Rear Brakes must be either Drums with Max of 11 inch diameter, or 12" (305mm) diameter disc rotors using controlled Wilwood caliper Part No. WIL-120-10526 or 4 piston Caliper of the era cast type.
- 9E.** Diff centers are free i.e. spool, Detroit locker, Gold Track, LSD.
- 9F.** Rear shocks are free excluding the use of external type or remote canister type. The use of Coil over design shocks is not permitted. The coil spring cannot be retained or managed from any given point of the shock absorber.
- 9G.** Full floating rear hubs are allowed; maximum of 1 degree negative camber is allowed. Camber wedges are permitted.

10. TRANSMISSIONS 1963-1974

- 10A.** Manual transmissions containing four forward gears must be used, helical or straight-cut gears are free.
- 10B.** H pattern shifters are compulsory, rose jointed linkages are permitted, sequential or in-line shifters are not permitted.
- 10C** Race clutches with a minimum plate diameter of 7.25" are permitted, nothing smaller.

11. RADIATOR 1963-1974

- 11A.** The use of an aluminum radiator is permitted but must be mounted in its original factory location.
- 11B.** The radiator support panel can be modified for oil lines and coolers.
- 11C.** Air box vents x 2 are permitted with a maximum of 4-inch diameter each.

12. EXHAUST 1963-1974

- 12A.** Exhaust system is free, Headers and mufflers are free. It is the requirements of some tracks (i.e. Lakeside), to conform to a maximum decibel reading of 96dba.

13. FUEL TANK 1963-1974

- 13A.** A maximum fuel tank capacity of 75 litres permitted and must be to a minimum SFI safety standard. The tank shell can be constructed of aluminum, steel or plastic i.e. Jaz type, but must be fitted in its original position.

14. APPROVED TRANS-AM CAR WEIGHTS

- 14A.** The minimum Car Weights required (**with driver**) after each race are:
 - 289/302 Class 1320Kg
 - 350 Class – 1450 kg

15. APPROVED TRANS-AM RPM LIMITS-controlled by the compulsory MSD ignition unit

- 15A.**
 - 289/302 Class – 7500 rpm
 - 350 Class – 7000 rpm (Incl stroker engines)

16. INCAR CAMERA RULING

All cars must be fitted with an incar camera (Go-Pro or equivalent) prior to Qualifying and for the duration of each race conducted over a race weekend. The DSO may wish to retrieve footage from the camera after each race (or Qualifying) to view on track behavior.

Failure to do so will result in a loss of points for the race or races affected by the lack of onboard footage.

17. PENALTIES - Code of Conduct and Technical/Eligibility

The Category guidelines for Drivers Code of Conduct and Tech Penalties are available.

16A. For Qld Raceway/Lakeside Events-

The Drivers Code of Conduct will be observed at all times, and penalties for driving infringements will be enforced as per QR Drivers Code of Conduct and Penalties.

Technical/Eligibility- "Eligibility infringements relating to rule sections 1,2,5,6,7,8,9,10,11,13,14 & 15 will result in a minimum penalty of exclusion from results of the previous track session, plus loss of any club points relating to that particular session. For major infringements a larger penalty may apply".

16B. For CAMS Events-

The Drivers Code of Conduct as per CAMS Manual will be observed and relevant CAMS penalties applied. The Category Driving Standards Assistant will consult with the Clerk of Course and refer to the Category Drivers Code of Conduct in conjunction with CAMS driving standards.

Technical/Eligibility- - Category Technical infringements , as judged by the Category Eligibility Officer or CAMS Scrutineer, will result in CAMS penalties as per CAMS NCRs, not excluding Category penalties ranging from loss of points, or exclusion from results, or drive through penalties, or rear of grid start, through to exclusion from competition.