



SANCTIONED ARTICLES GOVERNING THE 2018-19 Mainland Muscle Cars Race Series



Preamble

The South Canterbury Car Club hereby declares that the following Articles to be those governing a Motor Racing Series for drivers of Mainland Muscle Car eligible cars.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 180605

The Series is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to and issued by the organisers of each round of the Series.

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Technical Regulations - Schedule MMC
- The Event Supplementary Regulations issued by the inviting Clubs.

1. INTERPRETATION:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

“**The Series**” means the Mainland Muscle Car Race Series for cars complying with Schedule MMC; and

“**The Club**” or “**MMC**” means the Mainland Muscle Car Club; and

“**The Committee**” or “**Series Committee**” shall mean the MMC elected personnel at an AGM of the Club, and

“**National Sporting Code**” or “**NSC**” means the National Sporting Code issued by MotorSport NZ from time to time; and

“**Round Organiser**” or “**Inviting Club**” means the MotorSport NZ member Club organising a Meeting and/or Event which is a round of the Series; and

“**Round**” means each Meeting and / or Event, the results of which qualify for points in the Series.

2. **OBJECTS:**

The Mainland Muscle Cars Club (MMC) is a group of like-minded motor racing enthusiasts who share a common passion for muscle cars (primarily American and Australian), and whose objectives are to race their much-loved muscle cars within a competitive but safe environment. A philosophy of the Series is that all cars competing in the class should look like muscle cars. The exception to this is historic OSCA cars which are welcomed to Mainland Muscle Cars.

A guiding principle of the class is that the cars are highly-prized and valued, and that damage-free racing is essential in order to ensure that the class doesn't lose or deter competitors as a result of unnecessary contact and damage. This is a motor racing category where the cars are the stars, rather than the drivers.

The Mainland Muscle Cars Club provides a friendly family-oriented environment and has a strong focus on open communication with its members to ensure that the direction of the club is well supported.

Encouragement of high standards of racing with appropriate respect for other drivers and their cars is considered by the Committee to be paramount. In furtherance of this objective, the Committee expect all competitors to observe high standards of racing and that dangerous or irresponsible behaviour will not be tolerated.

3. **ELIGIBILITY:**

3.1 All drivers shall hold a C1 Grade Competition Licence or higher and if the entrant is other than the driver, an Entrant's Licence is required in the name of the entrant.

3.2 All Drivers and Entrants shall be financial members of The Club and any MotorSport NZ affiliated Club.

3.3 The Club also reserves the right to decline any entry or any vehicle(s) into the Series, in accordance with the provisions of NSC21.

3.4 Eligibility shall be for vehicles complying with the specifications set out in Schedule MMC to these Articles.

3.5 All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer compliance with Appendix Two, Schedule A of the NSC. Any costs incurred during disassembly of components shall be met and accepted by the Competitor/ Entrant.

3.6 **Classes:** There are three(3) Classes as follows:

(1) **Muscle Car Sixes:** being vehicles with a six(6) cylinder motor in compliance with Schedule MMC.

(2) **Muscle Car Lights:** being vehicles with an eight(8) cylinder motor with a capacity of up to 5100cc in compliance with Schedule MMC.

(2) **Muscle Car Heavies:** being vehicles with an eight(8) cylinder motor with a capacity of 5101cc and over in compliance with Schedule MMC.

3.7 Lap Time Capping (Breakout): Any vehicle competing at any Round of the Series must be of such a level of performance that, when properly prepared and tuned, and driven at full race-pace by a competent racing driver, the vehicle will achieve lap-times (on the track configuration used for the event) within those applicable times specified below:

Circuit	Slowest Time	Fastest Time
Ruapuna	1'.45.00	1'.30.00
Levels	1'.19.00	1'.06.00
Highlands	2'.05.00	1'.45.00
Teretonga	1'.15.00	1'.01.00

3.7.1 The Committee shall determine the Lap Time Capping for any other circuit.

3.7.2 Breakout: Any competitor that exceeds the minimum lap time capping (breakout) as stated in Article 3.6 above in any Qualifying and/or Race at any time during the Series shall be penalised.

3.8 Competitors who have not competed in the MMC Race Series previously may be required to start from the back of the grid at the discretion of the Series Co-ordinator.

4 SERIES PERSONNEL:

4.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

4.1.1 Series Coordinator: Tony Johnson
Mobile Phone No: 027 479 0907
Email: tony@lvvta.org.nz

Who shall have the authority of a Series Coordinator set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all administrative matters including receiving all Round entries.
- (b) Record and publish all Series points schedules.
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles.
- (d) Act in the capacity as a Competitor Relations Officer (as detailed in National Sporting Code, Article 88) for the Series Competitors.
- (e) Provide the Inviting Club with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1.

Note: *The Series Coordinator may appoint an assistant/s to assist with administrative duties in connection with the Series.*

4.1.2 Series Scrutineer: Dan Barlow
Phone No: 021 811 543
Email: dan@barlowbuilding.co.nz

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all technical matters pertaining to the series.

- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations – Schedule MMC, and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle, and
- (e) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven, and
- (f) Ensure correct placement of decals on vehicles contesting the series

Note: *The Series Scrutineer may appoint an assistant/s to assist with technical duties in connection with the Series.*

4.1.4 Series Secretary: Kaye Donaldson
Phone No: 027 303 6502
Email: mainlandmuscle@hotmail.co.nz

Who shall have the duties and authority to:

- (a) Deal with all administrative matters including receiving all Round entries.

4.1.5 Series Handicapper: Graeme Allan
Mobile Phone No: 021 718 760
Email: graeme@cladtex.co.nz

Who shall have the duties and authority to:

- (a) Calculate handicaps and time delay grids.
- (b) Provide the Coordinator with grid positions
- (c) Shall supervise the start of Handicap or time delay races

Note: *The Series Handicapper may appoint an assistant/s to assist with handicapping duties in connection with the Series.*

4.1.7 Driving Standards Observer: Trevor Parmenter
Mobile Phone No: 021 337 973
Email: autogas@xtra.co.nz

Who shall have the duties and authority to:

- (a) Act in the capacity as a Driving Standards Observer (as detailed in Appendix Four Schedule Z Article 22).
- (b) To be a Judge of Fact (starts and finishes)
- (c) To be a Judge of Fact (Yellow Flag redressing)

4.2 All correspondence shall be addressed to:
 Mainland Muscle Car Series Secretary
 132 Hollands Rd
 R D 1,
 Ashburton 7771

5 SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	27-28 October 2018	Ruapuna	Canterbury Car Club
2	26-27 January 2019	Levels	South Canterbury Car Club
3	2-3 February 2019	Ruapuna	Canterbury Car Club
4	23-24 March 2019	Teretonga	Southland Sports Car Club
5	6-7 April 2019	Highlands	Highlands Motorsport Club

The Organiser reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

6 ROUND FORMAT:

6.1 Testing Sessions may be available to Drivers prior to any Round of the Series and shall be subject to availability and track hire charges as set by the Inviting Club/s.

6.2 **Qualifying Session:** There will be one(1) Qualifying session of a minimum of fifteen(15) minutes duration.

6.2.1 Any lap where the Lap Time Capping (breakout) has been exceeded shall not count toward start position determination.

6.3 **Race format:** There are planned to be four(4) races at each Round.

6.4 Races scheduled run to the following format:

- (1) **All Rounds (except Rounds 2 and 4):** All races shall be of six(6) laps.
- (2) **Rounds 2 (Levels) and 4 (Teretonga) only:** Each race shall be of eight(8) laps or a minimum of ten(10) minutes duration.

6.5 **Starting positions for all classes** shall be determined by:

- (1) **Race One(1):** Standing Start with starting positions determined from the Qualifying times, fastest car on pole position and slowest car to the rear. Any competitor who has not recorded a Qualifying time must start from the rear of the grid.
- (2) **Race Two(2):** Standing Start Handicap Reverse Grid with starting positions determined from the fastest lap time in either Qualifying and Race One in reverse order, with the slowest vehicle to the front and the fastest vehicle to the rear of the grid. Any competitor who has not recorded a time from either Qualifying or Race 1 shall be placed at the rear of the grid.
- (3) **Race Three(3):** Standing Start with starting positions determined from the fastest lap time in either Qualifying, Race One and Race Two, fastest car on pole position and slowest car to the rear of the grid. Any competitor who has not recorded a time from either Qualifying or Race One or Race Two shall be placed at the rear of the grid.

(4) Race Four(4): Standing Start Handicap Reverse Grid with starting positions determined from the fastest lap time in either Qualifying and Race One and Race Two and Race Three in reverse order, with the slowest vehicle to the front and the fastest vehicle to the rear of the grid. Any competitor who has not recorded a time from either Qualifying or Race One or Race Two or Race Three shall be placed at the rear of the grid.

6.5.1 Any time recorded by a competitor in Qualifying or Races that is faster than the Lap Time Capping shall not be used in determining grid placing.

6.6 At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserve the right to shorten and/or cancel any practice/Qualifying Sessions and/or Races in the case of Force Majeure.

6.7 If there are only three(3) races at any Round for any reason, the race format shall be Race One(1), Race Two(2) and Race Four(4).

7 TIMEKEEPING:

7.1 The Round Organiser, the Inviting Club, or the host circuit shall provide timing equipment that will be deemed to be the official timing equipment for the Round.

7.2 All competitors shall ensure that such timing equipment is looked-after with all due care and attention whilst in their possession and that all equipment is returned as and when requested. The Competitor is liable for all costs required to repair or replace equipment damaged or lost.

8 PENALTIES, PROTESTS and APPEALS:

8.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII – Penalties. Additionally, penalties as described in Article 8 below may be applied.

8.2 Specific penalties will be applied in addition to Article 8.1 above and not in substitution for any penalty applied by the Clerk of the Course:

ARTICLE BREACH	PENALTY
Article 3.6 - Breach of Lap Time Capping (1) Qualifying	<p>(a) First occurrence: a five(5) grid place penalty to be applied to the start of their next Race and deduction of five(5) Series and Class points.</p> <p>(b) Second and subsequent occurrence: An additional one(1) grid place penalty for each occurrence to be applied to the start of their next Race.</p>
(2) Racing (to be applied to the start of the next Race)	<p>(a) 'Scratch' Race: where the next Race is a 'scratch' Race the competitor shall receive a five(5) grid place penalty for the first occurrence and an additional one(1) lap grid place penalty for every subsequent lap.</p>

<p>(3) Series and Class Points Penalty:</p>	<p>(b) Handicap Reverse grid: where the next Race is a Handicap Reverse Grid Race the competitor shall receive a five(5) second time penalty for the first occurrence and an additional one(1) second time penalty for every subsequent lap.</p> <p>(c) Final Race: where the next Race is the final Race of the Round the competitor shall be moved back five(5) places in the finishing order for the first occurrence and an additional one(1) place in the finishing order penalty for every subsequent lap.</p> <p>Five(5) Series and Class points shall be deducted for every lap that a competitor exceeds the Lap Time Capping (breakout)</p>
<p>Article 8.2.1 - Use or offering of violence or threatening language</p>	<p>Deduction of all points earned for that Round.</p>
<p>Article 14 – Breach of Decal Requirements</p>	<p>Deduction of thirty(30) Series and Class points per breach and up to exclusion from the Race.</p>
<p>Article 17 - Breach of Driving Standards (refer also Art 8.2.2)</p>	<p>(a) First occurrence: loss of thirty(30) Series and Class points, and a driver warning ‘first strike’ notice.</p> <p>(b) Second occurrence within five(5) Rounds of the first occurrence: loss of thirty(30) Series and Class points, a driver warning ‘second strike’ notice and additionally, exclusion from the next Round entered.</p> <p>(c) Third occurrence within five(5) Rounds of the first occurrence: The competitor shall be excluded from the Series and shall be permanently ineligible for Club membership.</p>

- 8.2.1** The provisions of Article 8.2 shall still apply if a competitor fails to finish a Race.
- 8.2.2** The driver warning ‘strike’ notice shall expire at the conclusion of the fifth(5th) Round after the Round the first warning ‘strike’ notice was issued. Where the fifth(5th) Round is after the conclusion of the current Series, the balance of the penalty shall be applied to the next Series entered by that competitor.
- 8.3** **Reverse grids:** If a competitor receives any penalty during a meeting that will give a positive effect for a reverse grid start then they will be placed at the rear of the reversed section of the grid.
- 8.4.1** Abuse of any Series official or Meeting official or competitor or other person at, arising from, or during the course of any Round or in the environs of any circuit used for the Round shall be deemed as prejudicial to the interests of the Club. Any such incident shall be referred to the Stewards of the Meeting. Any driver and/or entrant penalised by the Stewards for the aforementioned abuse shall not be eligible for Series and Class points, or trophies for the Round that the indiscretion took place.

- 8.5** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).
- 8.6** Competitors have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 8.7** Competitors have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

9 SERIES ENTRY:

- 9.1** Entry to the Series and all Rounds shall be by invitation only. Entry to the series shall be made on the Series Entry Form, accompanied by the specified payment and submitted to the Series Secretary for acceptance. By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code and thereby become eligible for the awards and other benefits available under these Articles. Any entry will not be deemed valid until payment is received.
- 9.2** Entry to each Round of the Series (which is separate to the Series Entry) should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>) Any entry will not be deemed valid until payment is received.
- 9.3** The Club will allocate competition numbers to all Competitors/Entrants of the Series. All numbers on competing vehicles shall comply with the prescriptions of Appendix Two Schedule A, Article 6.2.

10 CONDITION OF ENTRY:

- 10.1** The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented, and shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A and eligibility requirements under Schedule MMC.
- 10.2** The Competitor/Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as detailed within these articles.
- 10.3** The Club reserves the right to accept or decline entries into the Series as per the National Sporting Code.

11 POINTS:

- 11.1** **Points eligibility:** For a competitor to be eligible for overall Series honours and Class honours in accordance with Article 12 below, the competitor must complete not less than one(1) full Series Round, which is, specifically, the qualifying session and all races during the Meeting.
- 11.2** Points will be recorded and published by the Series Coordinator and/or their nominated assistant(s) and will be allocated to all Drivers based on their overall finishing positions in each Qualifying Session and Race, at each Round of the Series.

11.3 Points will be allocated as follows on each Series Race at each Round to all Drivers based on overall finishing order:

1 st	30	11 th	10
2 nd	25	12 th	9
3 rd	21	13 th	8
4 th	18	14 th	7
5 th	16	15 th	6
6 th	15	16 th	5
7 th	14	17 th	4
8 th	13	18 th	3
9 th	12	19 th	2
10 th	11	20 th	1
			and lower

11.3.1 Qualifying: Points shall be awarded for qualifying as follows for all competitors completing one(1) or more timed laps.

1 st	20	11 th	10
2 nd	19	12 th	9
3 rd	18	13 th	8
4 th	17	14 th	7
5 th	16	15 th	6
6 th	15	16 th	5
7 th	14	17 th	4
8 th	13	18 th	3
9 th	12	19 th	2
10 th	11	20 th	1
			and lower

11.3.2 Practice: thirty(30) points shall be awarded to each competitor who records one(1) or more timed laps.

11.4 Class Points: Points will be allocated in accordance with the table at Article 11.3 and 11.3.1 on each Series Race at each Round to all Drivers based on Class finishing order.

12 AWARDS:

12.1 The **OVERALL SERIES CHAMPION** shall be the driver with the highest accumulated total of all points earned during the Series and will be awarded the Doug Allan Trophy.

12.2 The **CLASS SERIES CHAMPION** for each Class shall be the driver with the highest accumulated total of all points earned during the Series.

12.3 The following awards will be presented at the conclusion of the Series at a time and place and in a manner as specified by the Club:

(1) Series Champion:

- Overall Series Champion will be awarded the Doug Allan Trophy (to be held for approximately one(1) year).

(2) Muscle Car Sixes:

- Overall Series Champion for Muscle Car Sixes Class
- 2nd Overall in Muscle Car Sixes Class
- 3rd Overall in Muscle Car Sixes Class

(3) Muscle Car Lights:

- Overall Series Champion for Muscle Car Lights Class
- 2nd Overall in Muscle Car Lights Class
- 3rd Overall in Muscle Car Lights Class

(4) Muscle Car Heavies:

- Overall Series Champion for Muscle Car Heavies Class
- 2nd Overall in Muscle Car Heavies Class
- 3rd Overall in Muscle Car Heavies Class

12.4 Ties: In the event that two(2) or more drivers have the highest total number of points (ie: a tie) the Champion will be determined as described in NSC Appendix Four, Schedule Z Article 15.6. A similar process will be followed to determine both Class and individual Round winners.

12.5 Round Awards: At each Round, the awards from the preceding Round shall be presented to the first, second and third place winners for each Class.

13 PARC FERME:

13.1 Upon directive from the Series Scrutineer or their appointed assistant all competing vehicles must be driven directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified on the official notice board of the meeting.

Note: *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.*

13.2 The Series Scrutineer may authorise entry of team personnel for the purposes of vehicle eligibility inspections.

14 DECALS:

14.1 All vehicles shall carry competition numbers in the locations and standards set out in Appendix 2, Schedule A of the current New Zealand MotorSport Manual.

14.2 All competing vehicles shall display the prescribed Series windscreen banner, and any other required signage, as specified by the Club at all times during a Round of the Series.

14.3 The Series Coordinator will provide competitors with decals which must be displayed in the prescribed positions. Any competitor who fails to properly display the decals will be penalised.

Note: *The Series Coordinator may permit variation of decal location for individual vehicles upon application.*

14.5 No protests shall lie between Drivers and/or Entrants, on the irregularity of wearing, placement or positioning of sponsors decals on vehicles or elsewhere as contained in these Series Articles.

15 TELEVISION AND IN-CAR CAMERAS:

- 15.1 Competitors may apply to the Series Coordinator for permission to install an in-car camera for use during the Series. All video shall be made available to Series or Meeting officials on request.
- 15.2 All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/ or Chief Scrutineer of the Meeting.

16 DRIVER APPAREL:

- 16.1 **Driver Safety Apparel Requirements:** All drivers shall wear the following driver safety apparel / equipment at all Rounds of the series to which these regulations apply;
- (1) A **protective helmet** compatible with FHR use in compliance with Appendix Two Schedule A.
 - (2) **Protective clothing;** consisting of overall, underwear, balaclava, socks, gloves and shoes in compliance with Appendix Two Schedule A.
 - (3) A **Frontal Head Restraint (FHR)** in compliance with Appendix Two Schedule A.

17 DRIVING STANDARDS:

- 17.1 Competitors are required to maintain high driving standards and are reminded of the provisions relating to driving standards in the National Sporting Code.
- 17.2 **Driving Conduct:** Poor or reckless or dangerous driving behaviour that could, or does, result in contact with another competitor or competitors **at any time during the Series** shall be reported to the Driving Standards Observer and/or the Series Coordinator who may then report to the Clerk of the Course.