

## ACCREDITED ARTICLES GOVERNING THE 2021 - 22 Mainland Muscle Cars Race Series

### Preamble

The South Canterbury Car Club hereby declares the following Articles to be those governing a motor racing series for drivers of Mainland Muscle Cars eligible vehicles.

**The Series is held under a MotorSport New Zealand Accredited Permit No: 210544**

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 personnel elected 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, and whose objectives are to race their much-loved muscle cars within a competitive but safe environment. Note that "muscle cars" within the context of this class means, primarily, American and Australian muscle cars and touring cars. These racing muscle cars and touring 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. Reckless driving is not accepted. 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.

All cars competing in the class should look, generally like American or Australian racing muscle cars or touring cars. The exception to this is the historic OSCA cars which are welcomed to the Mainland Muscle Cars Club.

## 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 Member Club.
- 3.2.1 Members of The Club acknowledge and accept the MMC Rulebook: Season 8 which sets out the expectations of each Club Member.
- 3.2.2 Membership to The Club with the associated ability to compete in the Series is structured on a strict invitation-only basis. The Club reserves the right to withdraw Membership at any time.
- 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 in 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) lap time-based Classes as follows
  - (1) **A Class:** being the fastest class in the series
  - (2) **B Class:** being the 'mid-pack' class within the series
  - (3) **C Class:** being the 'back of the pack' class within the series

**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:

<b>Circuit</b>	<b>Slowest Time</b>	<b>Fastest Time</b>
Ruapuna	1'.45.00	1'.29.00
Levels	1'.19.00	1'.05.50
Highlands	2'.05.00	1'.45.00
Teretonga	1'.15.00	1'.01.50

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

**3.7.2 Breakout:** Any competitor who exceeds the minimum lap time capping (breakout) as stated in Article 3.7 above in any Qualifying and/or Race at any time during the Series shall be penalised.

**(1)** The Series may permanently withdraw a competitor's entry to the Mainland Muscle Car Race Series who repeatedly and deliberately sets a lap-time faster than the applicable overall lap-time specified in Article 3.7.

**(2)** The Series may allow a competitor whose lap-times are slower than the applicable overall lap-times specified in Article 3.7 to compete on a case-by-case and event-by-event basis.

**3.8 Class lap-time caps:** Notwithstanding Article 3.7, a competing vehicle in a Mainland Muscle Cars event will be classified into the most applicable of the three classes on the basis that the vehicle is capable, in dry track conditions, of achieving a lap-time of within the fastest and slowest lap-times specified in Article 3.8.1 below.

**3.8.1**

<b>Class Lap-time Caps</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Difference</b>
<b>Ruapuna:</b>			
A Class	1:29.00	1:31.99	3 seconds
B Class	1:32.00	1:35.99	4 seconds
C Class	1:36.00	1:45.00	9 seconds
<b>Levels:</b>			
A Class	1:05.50	1:07.99	2.5 seconds
B Class	1:08.00	1:10.99	3 seconds
C Class	1:11.00	1:19.00	8 seconds
<b>Teretonga:</b>			
A Class	1:01.50	1:03.99	2.5 seconds
B Class	1:04.00	1:06.99	3 seconds
C Class	1:07.00	1:15.00	11 seconds
<b>Highlands:</b>			
A Class	1:45.00	1:48.49	3.5 seconds
B Class	1:48.50	1:52.99	5 seconds
C Class	1:53.00	2:05.00	12 seconds

**3.8.2** The minimum and maximum lap times specified in Article 3.8.1 may be amended at any time during the 2021-2022 season by the Committee if deemed necessary.

- 3.8.3** If the Series Coordinator determines that an obvious mis-time has occurred for a competitor during a Mainland Muscle Cars qualifying session or race, the matter will be referred to the Clerk of the Course.
- 3.8.4** The class that a competitor enters in the Series at the commencement of a season will be determined by either the fastest lap-time achieved during a previous season, the fastest lap-time achieved during practice or qualifying in the first meeting entered, or the class requested by the competitor to the Series Coordinator, whichever is the fastest.
- 3.8.5** A Competitor may change class after the commencement of the season, either by:
- a) application by the competitor to the Series Coordinator, and subsequent approval if deemed appropriate by the Series Coordinator; or
  - b) placement into a different class by the Series Coordinator, on the grounds that the change of class is in the best interests of the majority of competitors and the Series.
- 3.8.6** If a Competitor changes class, the class points accumulated by the competitor in his or her original class will not be transferred to the new class.
- 3.8.7** Lap-time capping break-out penalties, as specified in Article 8.2, will be applied to a competitor who exceeds the fastest lap time specified for the class entered during qualifying or racing.
- 3.9** 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.
- 3.10** It is not permitted to have in the vehicle, or to use any device which is capable of providing to the driver any indication or information relating to the vehicle's predicted lap or sector times during any qualifying session or race.

#### **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](mailto: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, and
- (b) Record and publish all Series points schedules, and
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles, and
- (d) 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](mailto: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, and
- (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 enquiries 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](mailto: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](mailto:graeme@cladtex.co.nz)

Who shall have the duties and authority to:

- (a) Calculate handicaps and time delay grids, and
- (b) Provide the Coordinator with grid positions, and
- (c) Shall assist with 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:** Appointed on the day by The Committee

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), and

**4.2** All correspondence shall be addressed to:  
Mainland Muscle Car Series Secretary  
132 Hollands Rd  
R D 1,  
Ashburton 7771  
[mainlandmuscle@hotmail.co.nz](mailto:mainlandmuscle@hotmail.co.nz)

## **5 SERIES STRUCTURE:**

**5.1** The Series will comprise the following Rounds:

<b>Round</b>	<b>Date</b>	<b>Venue</b>	<b>Inviting Club</b>
1	30-31 October 2021	Ruapuna	Canterbury Car Club
2	29-30 January 2022	Levels	South Canterbury Car Club
3	12-13 February 2022	Levels	Classic Motor Racing Club of NZ
4	19-20 March 2022	Teretonga	Southland Sports Car Club
5	1-3 April 2022	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.

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

**6.4** Races scheduled run to the following format:

**(1) Rounds 1 and 5:** All races shall be of six(6) laps.

**(2) Rounds 2 and 3 (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:** 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:** 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. Any lap where the Lap Time Capping (breakout) has been exceeded shall count toward start position determination.

**Explanatory Note:** *the fastest eligible or ineligible time shall be used to determine grid position.*

- (3) **Race Three:** Standing Start with starting positions determined from the fastest lap time in either Qualifying, Race One, 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:** 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. Any lap where the Lap Time Capping (breakout) has been exceeded shall count toward start position determination.

**Explanatory Note:** *the fastest eligible or ineligible time shall be used to determine grid position.*

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, amend 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
P8.2.1	Where a competitor breaks out for the first time during the meeting by 0:00.000 to 0:25.000 (Soft break-out)	This lap time will be disallowed, and grid position or finishing position will be determined by the next fastest "legal" lap-time
P8.2.2	Where a competitor breaks out any subsequent times by 0:00.000 to 0:25.000 or at any time by 0:25.001 or more	Penalties as below will apply
P8.2.3	When the next race is a: Scratch	(a) first and subsequent occurrences: competitor to start at the back of the grid
P8.2.4	When the next race is a: Rev-grid handicap	(a) first occurrence: Five(5) seconds added to Reverse Grid Handicap start time (b) subsequent occurrences: For each subsequent lap broken out on , one(1) second will be added to the Reverse Grid Handicap start time
P8.2.5	When the "break-out" occurs in the final race of the Meeting:	(a) first occurrence: Moved back five(5) finishing positions on race results (b) subsequent occurrences: Moved back one(1) finishing position for each subsequent lap broken out on.
P8.2.6	Series and Class Points Penalty: (Qualifying and/or Racing)	Five(5) Series and Class points shall be deducted for every lap that a competitor exceeds the Lap Time Capping (breakout).
P8.2.7	Article 14 – Breach of Decal Requirements	(a) Deduction of thirty(30) Series and Class points per breach and up to exclusion from the Race

**8.2.1** The provisions of Article 8.2 shall still apply if a competitor fails to finish a Race.

**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** 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 Clerk of the Course 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 in which 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 and submitted to the Series Secretary for acceptance.

**9.1.1** The Series Entry Fee is \$350; however, the Club may vary the fee at its discretion in special circumstances.

**9.1.2** 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 as stipulated in the Event Supplementary Regulations. Any entry will not be deemed valid until payment is received.

**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 have posted a result in not less than three(3) Series' qualifying sessions or races within a season.

**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** Overall Series and individual Class points will be allocated to each driver as follows based on:

- (a)** Qualifying results providing each competitor has completing one(1) or more timed laps.
- (b)** Finishing order in each Series Race at each Round:

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

**11.4 Participation Points:** At each Round twenty(20) points shall be awarded to each competitor who records one(1) or more timed laps.

## **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 to be held for approximately one(1) year.

**12.2** The **CLASS SERIES CHAMPION** for each Class shall be the driver with the highest accumulated total of all class 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<sup>nd</sup> Overall in the Series
- 3<sup>rd</sup> Overall in the Series

**(2) A Class:**

- Overall Series Champion for A Class
- 2<sup>nd</sup> Overall in A Class
- 3<sup>rd</sup> Overall in A Class

**(3) B Class:**

- Overall Series Champion for B Class
- 2<sup>nd</sup> Overall in B Class
- 3<sup>rd</sup> Overall in B Class

**(4) C Class:**

- Overall Series Champion for C Class
- 2<sup>nd</sup> Overall in C Class
- 3<sup>rd</sup> Overall in C 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. The same 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 number decals in the locations and standards set out in Appendix Two, Schedule A, Article 6.2 of the current MotorSport New Zealand Manual. Competition numbers shall be allocated by The Club.

**14.2** All competing vehicles shall display the prescribed and supplied Series windscreen banner and Class letters, and any other required signage, as specified in Appendix One at all times during a Round of the Series.

**14.3** 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 install an in-car camera for use during the Series.

**15.1.1** All video shall be made available to Series or Meeting officials on request.

**15.2** All in-car camera installations must be fitted in accordance with Appendix Two, Schedule A, Part One, Article 6.4 of the MotorSport New Zealand Manual and shall be subject to inspection and approval by the Series Scrutineer and/ or Chief Scrutineer of the Meeting.

**16 DRIVER APPAREL:**

**16.1** All drivers shall wear safety apparel in compliance with Appendix Two, Schedule A.

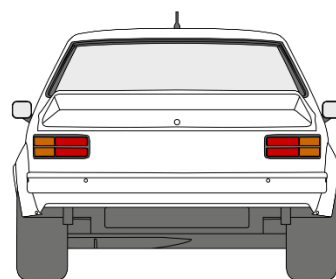
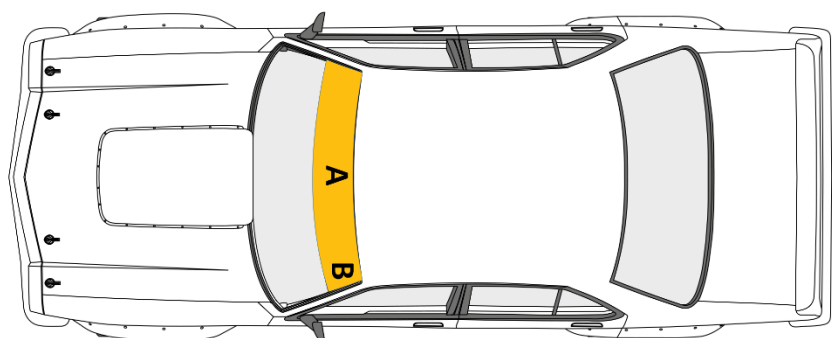
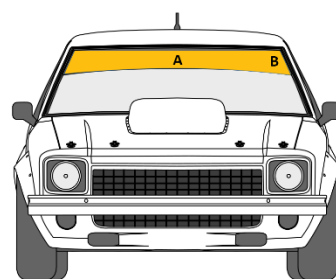
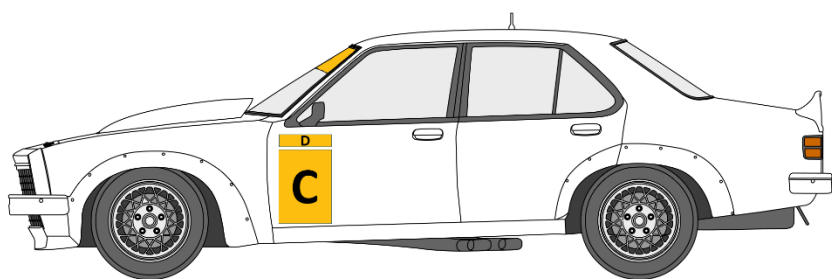
**17 DRIVING STANDARDS:**

**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.

**Note:** *Competitors who are faster or more experienced must respect other competitors, particularly those with slower cars or less racing experience and avoid passing unnecessarily closely, turning in early or driving in any way that could be intimidating, threatening, or aggressive to those slower or less experienced competitors.*

**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.

## APPENDIX ONE



Location	Branding Decals/ Badges
A – Top of windscreen	Supplied windscreen banner
B - positioned on driver's left of the prescribed official Mainland Muscle Cars windscreen banner	Supplied Class letter
C – Front door, on each side	Race number
D – near side number on both sides	MotorSport New Zealand Accredited Series decal