



SANCTIONED ARTICLES GOVERNING THE 2018-19 Super Mini Challenge Race Series



Preamble

The Mini Racing Drivers Club of NZ Inc. hereby declares the following articles to be those governing a Motor Racing Series for drivers of Super Mini Challenge eligible cars.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 180431

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 Organising / Inviting Club 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 SMC
- The Event Supplementary Regulations issued by the inviting Clubs.

Note: *All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.*

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 Super Mini Challenge Sanctioned Series for cars complying with Schedule SMC; and

“The Club” means the Mini Racing Driver Club of New Zealand Incorporated, 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

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

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

“Scratch Grid” means the method of forming cars into a race grid, ranked by each Driver’s fastest recorded lap time in Qualifying Session(s) or any preceding Race held at that Round of the Series, from fastest lap time in the highest grid position to slowest lap time in the lowest grid position; and

“Delayed Class Grid Start” means the method of forming cars into a race grid, grouped into separate grids by Technical Class rules, with a time delay between each successive Class grid being released by the starter. An empty grid row shall be left between the Class grids, to clarify the separation between Classes to both Competitors and Officials.

2. OBJECTS:

The Mini Racing Drivers Club of New Zealand Inc. administers the ‘Super Mini Challenge’ motor racing Series for Entrants and Drivers of ‘Classic Minis’ and the newer BMW MINIs compliant with Schedule SMC (refer Part Two of these articles). The Series regulations have evolved on an annual basis since the inception of the ‘Super Mini Challenge’ in 1995, evolving from the North Island ‘Mini 7’ Series. The ‘Mini 7’ class itself has been in existence in New Zealand since 1972, and continues in the North Island today as one of the Classes in the ‘Super Mini Challenge’ Series.

All persons connected with the administration of this Series and with the operation of vehicles competing in the Series are expected to abide by the spirit and intent of these Articles.

3. ELIGIBILITY:

3.1 All Drivers shall hold a C1 Grade Competition Licence or higher and where the Entrant is other than the Driver, an Entrant’s Licence is required in the name of the Entrant.

3.2 Eligibility shall be for vehicles complying with the specifications as detailed in the Technical Regulations, Schedule SMC, as detailed in Part Two of these Articles.

3.3 All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer, and/ or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor/ Entrant.

3.4 Official Series Seals may be applied by the Series Scrutineer, and / or a MotorSport NZ licensed Technical Officer, to components and/ or assemblies of components in compliance with Appendix Two, Schedule A, Article 3.7. All seals shall be clearly detailed in the vehicles MotorSport NZ logbook.

3.5 All drivers and entrants shall be financial members of the Mini Racing Driver Club of New Zealand or any MotorSport NZ affiliated Club.

3.6 CLASSES: There are four distinct classes as follows;

- **Class 1: Mini Seven;** being cars in compliance with Schedule SMC, Part B, Section One, Technical Regulations applicable to Mini Seven Class.
- **Class 2: Mini Miglia NZ;** being cars in compliance with Schedule SMC, Part B, Section Two, Technical Regulations applicable to Mini Miglia NZ Class.
- **Class 3: Super Mini;** being cars in compliance with Schedule SMC, Part B, Section Three, Technical Regulations applicable to Super Mini Class.

- **Class 4: Mini Open Class;** being cars in compliance with Schedule SMC, Part B, Section Four, Technical Regulations applicable to Open Mini Class.

3.7 Classes will be identified by coloured segments at the left and right sides of the Series windscreen banner, as well as a coloured strip along the top of both rear side windows in the same colour as the windscreen segments, as per Clause 12.1 of these Articles. Coloured decals to identify Class shall be supplied by the Club.

3.8 It is the Competitors responsibility to ensure that their car complies with the appropriate technical regulations of the Class entered at all times during competition.

4 SERIES STRUCTURE:

4.1 The Series shall comprise of the following Rounds:

| Round | Date | Venue | Inviting Club |
|--------------|---------------------|---------------|----------------------|
| 1 | 20-21 October 2018 | Manfeild CCA | Manawatu Car Club |
| 2 | 10-11 November 2018 | Manfeild CCA | Manawatu Car Club |
| 3 | 24-25 November 2018 | BMMP Taupo | Taupo Car Club |
| 4 | 8-9 December 2018 | Pukekohe Park | Auckland Car Club |
| 5 | 12-13 January 2019 | Hampton Downs | Historic Racing Club |
| 6 | 23-24 February 2019 | Manfeild CCA | Manawatu Car Club |
| 7 | 23-24 March 2019 | BMMP Taupo | Taupo Car 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.

5 SERIES PERSONNEL:

5.1 At each Round of the Series the following personnel or their approved assistant/s shall have the responsibilities and authorities as set out:

5.1.1 Super Mini Challenge

Series Coordinator: Phil Deane
Phone Home: 04 239 9226
Mobile Phone No: 021 494 407
Email: phildeanesmc@gmail.com

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

- Deal with all administrative matters pertaining to the Series, and
- Record and publish all Series points schedules, and
- Liaise with Inviting Club/s on all matters pertaining to these Articles, and
- Ensure correct placement of decals on vehicles contesting the Series, and
- Act in the capacity of a Competitor Relations Officer (as detailed in NSC, Article 88) for the Series Competitors, and
- Provide the Inviting Club/s with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1, and

- (g) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

5.1.2 Super Mini Challenge

Series Secretary: Kevin Sweeney
Phone Home: 07 8466607
Mobile Phone No: 027 242 5398
Email: Kevin.margaret@xtra.co.nz

Who is responsible for and authorised on the Club's behalf to manage all correspondence and administrative matters of the Series.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

5.1.3 Super Mini Challenge

Series Scrutineer: Ken Douglas
Mobile Phone No: 027 530 2614
Email: automotion-motorsport@xtra.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 Register's behalf to:

- (a) Deal with all technical matters pertaining to the Series, and
- (b) Affix official seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Series in order to ascertain compliance with the technical regulations, 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.

Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the official notice board at each Round.

5.1.4 Super Mini Challenge

President: Evan Thompson
Phone Home: 09 8179506
Mobile Phone No: 021 935 643
Email: evan@otbury.co.nz

5.1.5 Super Mini Challenge

Treasurer: Chris Thompson
Phone Home: TBA
Mobile Phone No: 021 240 7741
Email: chris@otbury.co.nz

- 5.2 All correspondence shall be addressed to the Series Secretary who is authorised by the Club to carry out all the necessary administrative duties for the Series. Correspondence is to be addressed to:

The Mini Racing Drivers Club Secretary,
11 Beaumaris Place,
Dinsdale,
Hamilton 3204

6 SERIES ENTRY:

- 6.1 Entry into the Series should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>). By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the National Sporting Code. Any entry will not be deemed valid until payment is received.

Note: Contact the Series Secretary if entry will not be made via MotorSport Online system.

- 6.1.1 The Series entry fee will be \$75.00.

- 6.2 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.

Note: Contact the Series Secretary if entry will not be made via MotorSport Online system.

- 6.3 All numbers on competing vehicles shall comply with the prescriptions of Appendix Two Schedule A, Article 6.2 – Competition Numbers.

6.4 CONDITION OF ENTRY:

- 6.4.1 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 SMC (as detailed in Part Two of these articles).

- 6.4.2 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.

- 6.4.3 By entering the Series each Competitor agrees to comply with all reasonable requests of the Series Publicity Officer as to meeting all guests and wearing Series Sponsors apparel whilst doing so.

- 6.4.4 The Series Organiser reserves the right to accept or decline entries into the series as per NSC 21.

7 POINTS:

- 7.1 Points will be recorded and published by the Series Coordinator and will be allocated to Drivers based on their Class finishing positions in each Qualifying Session and Race, at each and every Round of the Series.

- 7.1.1 Points will be allocated to all competitors in each event. Competitors who are not current members of The Club are not eligible for Series awards and prizes. Should a non-Club member win a trophy position, the trophy will not be awarded for that season.

7.2 The Series points will be allocated for Class placing in each of the four(4) Classes, awarded as follows:

| | | | |
|-----------------|----|----------------------|---|
| 1 st | 20 | 7 th | 6 |
| 2 nd | 15 | 8 th | 5 |
| 3 rd | 12 | 9 th | 4 |
| 4 th | 10 | 10 th | 3 |
| 5 th | 8 | 11 th and | 2 |
| 6 th | 7 | Lower | |

7.3 Additional Bonus Points are awarded as follows:

- (1) Fastest lap in each Class in each Race = 1 Point
- (2) Each Competitor shall receive double Points for their Race 1 Class placing result at each Round held furthest away from their hometown. Applicable only to Round 1 (Manfeild), Round 3 (Hampton Downs), Round 4 (Pukekohe) and Round 5 (Manfeild).

8 AWARDS:

8.1 The presentation of Series Awards shall be made at the conclusion of the Series, at a time and place and in a manner as specified by the Club.

8.2 The **OVERALL SERIES WINNER** shall be the Driver with the highest total of all points accumulated during the Series.

8.3 The Series and Class winner/s shall receive the following award/s:

(a) **Series:**

- Overall Series Champion
- 2nd overall in the Series
- 3rd overall in the Series

(b) **Class 1:**

- 1st overall in the Class
- 2nd overall in the Class
- 3rd overall in the Class

(c) **Class 2:**

- 1st overall in the Class
- 2nd overall in the Class
- 3rd overall in the Class

(d) **Class 3:**

- 1st overall in the Class
- 2nd overall in the Class
- 3rd overall in the Class

(e) **Class 4:**

- 1st overall in the Class
- 2nd overall in the Class
- 3rd overall in the Class

9. TELEVISION AND IN-CAR CAMERAS

- 9.1 Competitors/ Entrants may apply to the Series Coordinator for permission to install an in-car camera for use during the Series.
- 9.2 All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/ or Chief Scrutineer of the Meeting.

10. ROUND FORMAT

- 10.1 **Un-timed Practice Session(s):** may be available to Drivers on the Friday prior to any Round of the Series and shall be subject to availability and track hire charges as set by the Inviting Club/s. These shall not form any part of the Qualifying Session(s).
- 10.2 **Qualifying Session(s):** shall be as per the Supplementary Regulations of the Round Organiser, being a minimum of **15 minutes** per session.
- 10.3 **Race format:** There are planned to be three races at each Round. A fourth race may be run at some Rounds where program times permit.
- 10.4 **Races (for all Rounds excepting Round 5):** shall be run by the following race structures:

- (a) **Race One:** Shall be a 'Scratch Grid Start'. The entire field of cars shall form a single grid, determined by qualifying times from Qualifying Session(s). The Series Coordinator may split the grid into two(2) speed groups, with the faster grid starting with sufficient delay to prevent lapping of the slower grid.
- (b) **Race Two:** Shall be a 'Delayed Class Grid Start'. Cars shall form four (4) grids by technical Class rules, with the slowest class starting first through to the fastest class starting last. 'Scratch Grid' format within technical Class grid shall be based upon each driver's fastest lap time to date at that meeting, from Qualifying Session(s) or Race One.

The time differential between each successive faster Class grid and the slowest Class grid shall be determined by the time differential between the fastest lap time of the fastest car from each respective technical Class, multiplied by the number of laps for the race duration.

The Series Coordinator reserves the right to combine classes in the Delayed Class Grid Start (Race Two) at any round where any Class is represented by three(3) or less cars. Cars forming the grid of a slower Class shall be combined into the grid of cars in the next fastest Class. This shall affect only the on track positioning of cars. The award of Class points from the race results shall remain unaffected.

- (c) **Race Three:** Shall be a "Handicap Race Grid Start", as per Schedule Z Article 8.4. Handicap split times shall be calculated by the Series Coordinator, in consultation with the meeting officials, based on each drivers fastest lap time from Qualifying Session(s), Race One and Race Two.
- (d) **Race Four (where applicable):** Shall be a 'Delayed Class Grid Start'. Cars shall form four (4) grids by technical Class rules, with the slowest class starting first through to the fastest class starting last. 'Scratch Grid' format within technical Class grid shall be based upon each driver's fastest lap time to date at that meeting, from Qualifying Session(s) or Races One, Two or Three.

The time differential between each successive faster Class grid and the slowest Class grid shall be determined by the time differential between the fastest lap time of the fastest car from each respective technical Class, multiplied by the number of laps for the race duration.

The Series Coordinator reserves the right to combine classes in the Delayed Class Grid Start (Race Four) at any round where any Class is represented by three(3) or less cars. Cars forming the grid of a slower Class shall be combined into the grid of cars in the next fastest Class. This shall affect only the on track positioning of cars. The award of Class points from the race results shall remain unaffected.

10.5 Races for Round 5 only: The single North Island Round of the Mini 7 Association Championship Series will be run in conjunction with Round 5 of this SMC Sanctioned Series.

All Races shall be a 'Delayed Class Grid Start' as per Article 10.4(b) above, excepting that Class 1 shall start from the rear of the grid for all Races, and also that the time differential between Class 4 and Class 1 shall be sufficient to allow:

- (1) That the lead Class 1 car may not catch the slowest car from any other Class, and
- (2) That the fastest car of the lead group may not lap the slowest Class 1 car.

If a conflict arises where both conditions (1) and (2) above cannot be met, the first condition shall take precedence.

10.6 Any driver that does not meet the requirements of Appendix Four Schedule Z Article 5.2 (Compulsory Practice) may only start any or all races at the absolute discretion of the Clerk of the Course. The Series Coordinator will request that the Clerk of the Course allows any approved cars to start as last car/s in their respective class. Where more than one vehicle per class is involved the Series Coordinator will request that the driver with the most points from the Class Points Table be allowed to start highest of those involved, with others then following in descending points order.

10.7 Race distances:

| Round | Venue | Race 1 | Race 2 | Race 3 |
|-------|---------------|--------|--------|--------|
| 1 | Manfeild | 6 Laps | 6 Laps | 6 Laps |
| 2 | Manfeild | 6 Laps | 6 Laps | 6 Laps |
| 3 | Taupo | 6 Laps | 6 Laps | 6 Laps |
| 4 | Pukekohe | 8 Laps | 8 Laps | 8 Laps |
| 5 | Hampton Downs | 8 Laps | 8 Laps | 8 Laps |
| 6 | Manfeild | 6 Laps | 6 Laps | 6 Laps |
| 7 | Taupo | 6 Laps | 6 Laps | 6 Laps |

10.8 At all Rounds, the Series Coordinator in conjunction with the Clerk of the Course and/or the Stewards of the Meeting, reserves the right to shorten and/or cancel any practice/qualifying sessions and/or Races in the case of Force Majeure.

11 PARC FERME:

11.1 Upon directive from the Series Scrutineer or their appointed assistant, competitors may be required to drive their competing vehicle 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.

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

12 DECALS

- 12.1** All Competitors shall ensure that their competing vehicle and apparel have specified spaces reserved for the Series Register and the Series Sponsor at all Rounds of the Series, or set out from time to time by the Series Coordinator, or the Round Organisers Supplementary Regulations. Decals and badges shall be supplied by the Club, and applied to the reserved spaces listed in the following table. The primary reserved position is as stated first, with a secondary option given in brackets (where an option is allowed).

| Location | Branding Decals/ Badges |
|---|--|
| Top of windscreen | Series sponsor banner, being approx 100mm deep, with Class coloured segments of approx 100mm x 120mm. |
| Top of side rear window on both sides of vehicle | Class coloured strip, being same colour as windscreen segments, approx 100mm deep. |
| Above door numbers on both sides of vehicle | Sponsor decal, being approx 180mm x 60mm |
| Roof panel (centre of bonnet) | Sponsor decal, being approx 500mm diameter, to be read from front of car |
| Rear bumper (lower half of boot lid) | Two Sponsor decals, being approx 120mm long |
| Race overalls | Sponsor badge, not lower than 200mm from top of the overall |
| Bottom edge of windscreen on the passenger side below the car number & leading edge of bonnet | White 'www.miniracing.co.nz' profile cut lettering decal on windscreen, or; Black or White for contrast on bonnet, approx 600mm x 40mm |
| Centre of rear bumper (centre of rear valence, visible below bumper) | Black or White 'www.miniracing.co.nz' profile cut lettering decal, for contrast, approx 600mm x 40mm |

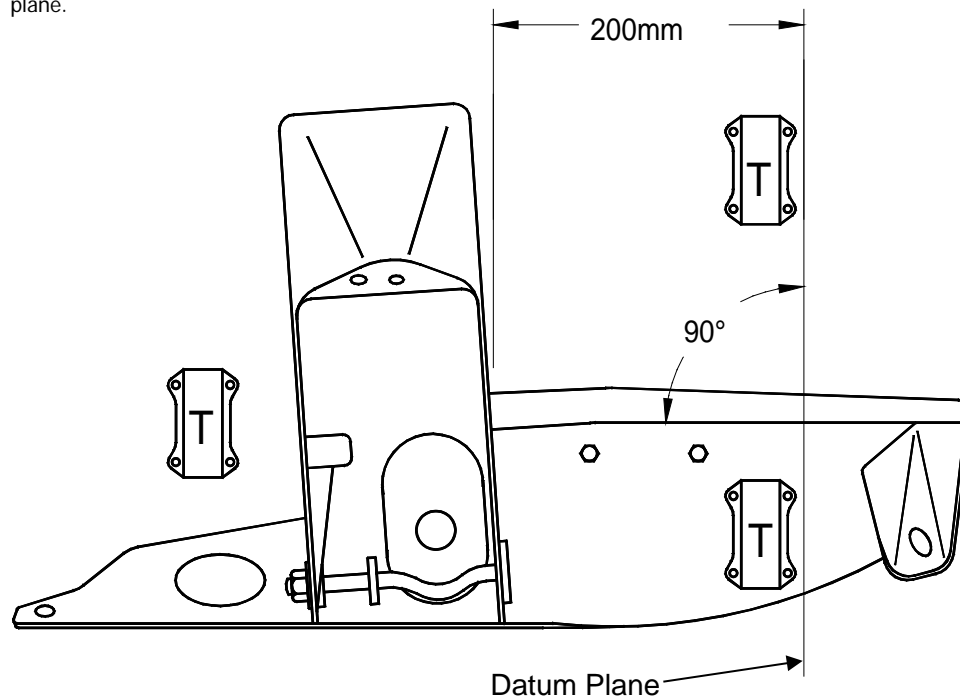
- 12.2** Competition number sets shall comply with the requirements of Article 6.3 of these Articles, and the Driver's surname shall appear on both of the vehicle's rear side windows. Competition numbers sets and Driver's surname decals shall be provided and applied by the Competitor.

13 TIMEKEEPING

- 13.1** The Round Organiser, the Inviting Club, the host circuit or the Series Coordinator shall provide timing equipment that will be deemed to be the official timing equipment for the meeting.
- 13.2** All competitors shall ensure that 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.

- 13.3** Official timing of Qualifying Session(s) and Races shall be by electronic timing system, when available at Series Rounds. Such electronic timing shall use AMB-IT TranX260 Series timing transponders. For all vehicles excepting BMW MINIs, the timing transponder shall be mounted securely onto the vehicle, in accordance with manufacturer's installation instructions. No part of the timing transponder unit, major or minor, shall be forward of a nominal vertical datum plane at 90 degrees to the front subframe top plane. The datum plane shall be 200mm forward of the intersection of the front subframe top plane and the suspension tower, as per the following diagram. The vertical centre-line axis of the timing transponder unit must not face forward of true plumb (vertical), independent of the position of mounting. BMW MINIs shall comply with the requirements of Schedule Z, Article 10.14.

Note: Only 1 transponder unit is to be used. Three (3) transponder units are shown to indicate freedom of mounting position provided this is behind the datum plane.



14. PENALTIES, PROTESTS AND APPEALS:

- 14.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.
- 14.2** The Series Coordinator reserves the right to remove Series points from a Driver where it becomes apparent that a Driver is not correctly displaying Series Register and/or Series Sponsor decals on their vehicle, as per Schedule Z Article 2.5. The Series Coordinator must personally advise the Driver of the requirement to display any / all Series Register and / or Series Sponsor decals prior to the removal of Series points. Once advised, it is the Driver's responsibility to ensure that said decals are displayed prior to the next race of the Series. Should it subsequently become apparent that the Driver has still not applied said decals, the Driver may have Series points removed, up to a maximum of all points gained following advice of the requirement from the Series Coordinator.
- 14.3** 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).

- 14.4** Competitors/ Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 14.5** Competitors/ Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.