



PART 2 SCHEDULE MMC[©]

Mainland Muscle Car Race Series TECHNICAL REGULATIONS 2018 - 2019

PREAMBLE

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.

This is a motor racing category where the cars are the stars, rather than the drivers. 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. Reckless driving is not accepted.

COMPETITOR RECORD OF AMENDMENTS ISSUED TO THIS SCHEDULE

Use this table to keep a record of all official 'Manual / Championship Amendments' issued during the season relative to this Schedule;

Amendment Number	Issue/Effective date	Regulation reference	Subject / Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 These regulations shall be read in conjunction with the National Sporting Code, the Standing Regulations as detailed in the current edition of the MotorSport Manual, and the Supplementary Regulations issued by the Organiser for each Round of the Series. Additionally, any subsequent amendments / bulletins as issued by MotorSport New Zealand from time to time shall be respected.
- 1.3 All vehicles shall comply with the MotorSport New Zealand safety schedule - Appendix Two, Schedule A of the current MotorSport NZ Manual except where specifically detailed otherwise in this Schedule.
- 1.4 All cars competing in Events to which these regulations apply shall have a valid MotorSport NZ logbook.
- 1.6 **TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY:** Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitor's obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
- (1) The Series Scrutineer, as detailed in the Series Articles, then if required to
 - (2) The MotorSport NZ Technical Department.
- All enquiries should detail the article in question and the specific subject matter.
 - A written reply will always be given to a written enquiry.
 - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:

'Lightweight' means constructed of materials that are lighter than the Original or a component which has had material removed.

'Original' means the factory fitted part for that make, model and year.

"Period" means the proven configuration of the model, as it existed in the period in which it is manufactured.

'Race trim' means the condition in which the car competes, and shall include all fluids, ballasts and the driver.

'Space-frame' means a tubular structure with a light weight body where all the stresses are absorbed by the tubular chassis and none by the body.

3 ELIGIBLE VEHICLES

- 3.1 The Series is open to Series Production Vehicles of open or closed vehicles of two or four door configuration, that were originally manufactured in either 6 cylinder or 8 cylinder versions and which were in production prior to 31 December 1985.

3.1.1 Specifically excluded from this Series are:

- Vehicles manufactured in Japan
- Space-framed, or partially space-framed vehicles
- Forced induction vehicles

3.1.2 Notwithstanding the requirements of Article 3.1.1 above, the Committee may invite any vehicle to compete in the Series.

3.2 All vehicles nominated shall be approved by the Committee. In all instances the final decision on the eligibility of any entered vehicle shall be determined by the Committee, at their sole discretion.

3.3 Vehicles are categorised into the following classes as detailed in the Series Articles:

- (1) Muscle Car Sixes:** being vehicles with a six(6) cylinder motor in compliance with this Schedule MMC.
- (2) Muscle Car Lights:** being vehicles with an eight(8) cylinder motor with a capacity of up to 5100cc in compliance with this Schedule MMC.
- (2) Muscle Car Heavies:** being vehicles with an eight(8) cylinder motor with a capacity of 5101cc and over in compliance with this Schedule MMC.

3.4 '**Grandfathering**' rights: The vehicles listed in Appendix 1 may compete in the Series as of right on a 'grandfathering' basis, provided that:

- (1)** the vehicle had competed in the Series prior to the conclusion of the 2015-16 season; and
- (2)** the vehicle has not been modified after 30 April 2016 in such a way as to cause the vehicle to fail to comply with these technical regulations; and
- (3)** ownership of the vehicle remains with the competitor who competed in the vehicle prior to the conclusion of the 2015-16 season.

3.4.1 'Grandfathering' rights shall cease if:

- (1)** the vehicle has been modified after 30 April 2016 in such a way as to cause the vehicle to fail to comply with these technical regulations; or
- (2)** the vehicle has been sold, leased, hired or loaned to a competitor other than the competitor who competed in the vehicle prior to the conclusion of the 2015-16 season.

3.4.2 'Grandfathering' rights may also be provided, at the discretion of the Committee, to any vehicle which meets the requirements of Article 3.1 above, and competed in the OSCA series, provided that the vehicle remains in its 'as raced' OSCA configuration.

4.0 GENERAL CONDITIONS

4.1 RACE WEIGHTS: Competitors are required to make their cars available for weighing on request.

Note: *Weight limits may be introduced in the future.*

4.2 Nuts, bolts, circlips, pins, springs, clips, paintwork, coolants and lubricants are free.

5.0 SAFETY EQUIPMENT REQUIREMENTS

5.1 All safety equipment shall comply with Schedule A, except where specifically detailed within this Schedule otherwise.

5.2 The following safety equipment **shall** be fitted to the competing car:

5.2.1 Safety harness; in compliance with either FIA 8853 or SFI 16.1 (minimum five strap) shall be installed in full compliance with Schedule A.

Note: attention is drawn to the safety harness strap angle requirements when using FHR.

5.2.2 Seats; shall be Competition type seats as detailed in and in full compliance with Schedule A.

5.2.3 A Safety Cage; shall be fitted in full compliance with Schedule A.

5.2.4 Fire extinguisher(s); shall comply with Schedule A, Article 4.8.

5.2.5 Windscreens; shall be either laminated glass or an approved / polycarbonate material and shall comply fully with the requirements of Schedule A, Article 5.11.

5.2.6 Rain light: A rain light shall be installed in compliance with Schedule A.

5.2.7 Stall light: A red stall light shall be fitted and shall be positioned in such a way as to be clearly visible to any vehicle to the rear of the vehicle.

Note: a stall light is similar in position and appearance to a high mounted stop light, and is illuminated when a loss of engine power occurs. This is intended to provide a warning to drivers behind on the starting grid that the vehicle has stalled and is stationary.

5.2.8 Wipers / demisters; shall be fitted in compliance with Schedule A.

5.3 The following safety equipment **may** be fitted to the competing car:

5.3.1 Window nets; are highly recommended for all vehicles. Installation shall respect Schedule A, Article 4.5.

6.0 FUEL

6.1 Fuel: The only fuels authorised for use in competing vehicles at any Round of this Series is as detailed in Appendix Two, Schedule A, Article 3.9 Fuel.

7.0 BODYSHELL & VEHICLE EXTERIOR

7.1 The body may be constructed from any metal or fibre composite that was used on the vehicle when originally manufactured.

7.2 All vehicles shall have fully operational doors on each side, with efficient hinges and latches arranged for easy opening from inside and outside of the vehicle.

7.3 Aerodynamic Devices – Front: front spoilers may be fitted, modified or replaced subject to the following:

- (1) it must be of a type and specification appropriate to the period of the vehicle, and
- (2) it shall be mounted on the entirely sprung part of the vehicle, and
- (3) no part of the spoiler may touch the ground when both front tyres are deflated. This measurement shall be checked on the 'designated flat pad/area' for the Round, taken with the car in 'race trim' and with the road wheels pointing straight ahead, and

Note: *not applicable to Appendix 1 vehicles.*

- (4) no part of the spoiler may be positioned forward of:
- (a) **vehicles with a manufacturer's installed front bumper:** the forward-most edge of the front bumper when viewed from directly above, or
 - (b) **vehicles that do not have a manufacturer's installed front bumper:** as approved by the Committee at their sole discretion.

Note: *not applicable to Appendix 1 vehicles.*

- (5) be no more than 300mm in length from the leading edge to the rearmost edge.

Note: *not applicable to Appendix 1 vehicles.*

- (6) front or central undertrays are specifically prohibited.

7.4 Aerodynamic Devices – Rear: rear aerodynamic devices may be fitted, modified or replaced subject to the following:

- (1) it shall be mounted on the entirely sprung part of the vehicle, and
- (2) the rear bodywork and bumper must retain the same silhouette as originally manufactured.

Note: *not applicable to Appendix 1 vehicles.*

- (3) Specifically prohibited are:
- (a) any rear wing of a type that was not available in period for that model of vehicle, and
 - (b) central or rear undertrays, and
 - (c) any form of aerodynamic tunnel, diffuser, splitter or any other device designed to aerodynamically assist air to exit the rear of the vehicle, and

Note: *(c) not applicable to Appendix 1 vehicles.*

7.5 Mudguards: The original outer mudguards must remain in their original position but may be relieved or flared for tyre clearance. 'Box-style' mudguards are specifically prohibited.

7.6 Wheel Arch flares: Period correct flares may be fitted to replica historic race cars at the discretion of the Committee.

8.0 VEHICLE INTERIOR

8.1 Free, respecting that the driver's seat position must be offset from the centre line of the vehicle by a minimum of 100mm and all Schedule A provisions.

Note: *This means the drivers seat cannot be centrally mounted.*

9.0 CHASSIS

9.1 All vehicles must retain the Manufacturer's original chassis, which may be modified provided that no Space Frame is used in its construction, other than a rollcage complying with Schedule A.

10.0 ENGINE SPECIFICATIONS

- 10.1 Engine type is free, provided that the engine is of a reciprocating type of a minimum of six(6) cylinders and a maximum of eight(8) cylinders.
- 10.2 The engine must remain in the original location as per the manufacturer's original design, however it may be relocated within that area provided the firewall is not modified.
- Note:** *not applicable to Appendix 1 vehicles.*
- 10.3 Carburettors and mechanical fuel injection delivery systems are free excepting electronic fuel injection systems are prohibited.
- Note:** *not applicable to Appendix 1 vehicles.*
- 10.4 Any form of forced induction is specifically prohibited.
- 10.5 Engine modifications are unrestricted.
- 10.6 Ancillary engine components are free.

11.0 TRANSMISSION, GEARBOX and DIFFERENTIAL

- 11.1 The transmission is free, provided that a working clutch and gearbox assembly, having a maximum of five(5) forward plus one(1) reverse gear, is maintained. The placement shall remain in the same location as per the vehicle manufacturer's original design.
- 11.2 The gears within the transmission must be selected by a conventional 'H' pattern shift mechanism.
- 11.3 Manual sequential gearboxes, sequential gear kits or sequential gear shifting mechanisms are specifically prohibited.
- 11.4 A combination transmission and differential 'transaxle' is specifically prohibited.
- 11.5 The differential assembly must be of the same configuration as per the manufacturer's original design.
- Example: if a live axle was originally fitted to that vehicle, then a live axle must remain.*
- 11.6 Four-wheel drive systems are specifically prohibited.

12.0 SUSPENSION

- 12.1 The suspension system is free provided Schedule A compliance is maintained at all times.

13.0 BRAKING SYSTEM

- 13.1 The braking system is free in compliance with Schedule A, excepting anti-lock braking systems (ABS) are prohibited.

14.0 ROAD WHEELS

- 14.1 Road wheel design and construction is free, provided a maximum wheel diameter of 17 inches, and compliance with Schedule A is maintained.

15.0 TYRES

15.1 Tyres are free provided compliance with Schedule A is maintained.

16.0 ELECTRONIC CONTROL SYSTEMS

16.1 Any type of traction control system is specifically prohibited.

APPENDIX 1

List of 'Grandfathered' vehicles (*refer Article 3.4*)

Driver / Owner	Vehicle	Notes / Permitted Items
Lee Derek	1972 Ford Falcon XA Coupe	Bodywork (front splitter)
Tony Mann	1970 Vauxhall Victor (1970s OSCA car)	Engine set-back
Tony Mann	1972 Ford Capri (1970s OSCA car)	Engine set-back
Andy Lloyd	1974 Mk2 Ford Capri	Engine set-back
Mike Small	1967 Ford Mustang	Electronic fuel injection fitted