

ACCREDITED ARTICLES GOVERNING THE 2023-2024 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 Schedule MMC eligible vehicles.

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 239014

The Series is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations applicable to all Races (Schedule Z), these Accredited Series Articles and any Supplementary Regulations applicable to and issued by the organisers of each round of the Series.

The Mainland Muscle Car Series has been categorised as a **Level 2 Accredited 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.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport NZ may issue amendments to these Series Articles or Technical Schedule where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Series Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

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**” means the Mainland Muscle Car Club; and

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

“**Schedule MMC**” refers to the technical regulations specific to the Mainland Muscle Cars Race Series.

2. ELIGIBILITY:

2.1 DRIVER ELIGIBILITY:

2.1.1 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.

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

2.2 VEHICLE ELIGIBILITY:

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

2.2.2 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.

2.3 Classes: There are three(3) lap time-based Classes as follows:

(1) **A Class:** being the fastest class in the series; and

(2) **B Class:** being the ‘mid-pack’ class within the series; and

(3) **C Class:** being the ‘back of the pack’ class within the series.

2.3.1 Lap Time Capping: 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 in 2.3.4.

2.3.2 Breakout: Any competitor who exceeds the minimum lap time capping (breakout) as stated in Article 2.3.1 above in any Qualifying and/or Race at any time during the Series shall be penalised.

- (1) The Series may allow a competitor whose lap-times are slower than the applicable overall lap-times specified in Article 2.3.1 to compete on a case-by-case and event-by-event basis.

2.3.3 Class lap-time caps: Notwithstanding Article 2.3.1, 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 2.3.4 below.

2.3.4 Class lap-time caps:

	<i>Minimum</i>	<i>Maximum</i>	<i>Difference</i>
Ruapuna:			
A Class	1:29.000	1:31.990	3 seconds
B Class	1:32.000	1:35.990	4 seconds
C Class	1:36.000	1:45.000	9 seconds
Levels:			
A Class	1:05.000	1:07.490	2.5 seconds
B Class	1:07.500	1:10.490	3 seconds
C Class	1:10.500	1:18.500	8 seconds
Teretonga:			
A Class	1:01.500	1:03.990	2.5 seconds
B Class	1:04.000	1:06.990	3 seconds
C Class	1:07.000	1:15.000	11 seconds
Highlands:			
A Class	1:45.000	1:48.490	3.5 seconds
B Class	1:48.500	1:52.990	5 seconds
C Class	1:53.000	2:05.000	12 seconds

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

2.3.5 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.

2.3.6 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.

2.3.7 If a Competitor changes class, the class **and overall** points accumulated by the competitor in their original class will not be transferred to the new class.

2.4 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.

- 2.5 All competing vehicles shall at all times display the prescribed and supplied Series windscreen banner and Class letters, and any other required signage, as specified in Appendix One to these articles during each Round of the Series.

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

3. SERIES PERSONNEL:

- 3.1 At each Round the following personnel shall have responsibilities and authorities set out below.

- 3.1.1 The appointed series personnel may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of Bulletin posted on the Official Notice Board at each Round.

- 3.1.2 **Series Coordinator:** Tony Johnson
Mobile Phone No: 027 479 0907
Email: tony@lvta.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 at each Round, 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 and/or assist the Inviting Club/s with grid starting positions in accordance with Article 6.4 of these Articles.

- 3.1.3 **Series Scrutineer:** Grant Sisson
Phone No: 027 518 4973
Email: northwestauto@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 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 Clerk of the Course, any instances where a breach of the technical regulations has been identified, and
- (f) Ensure correct placement of decals on vehicles contesting the series.

3.1.4 Series Secretary: Ross Wylde
Phone No: 021833459
Email: mainlandmuscle@hotmail.co.nz

Who is responsible for and authorised on The Club's behalf to:

(a) Deal with all administrative matters.

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

Who is responsible for and authorised on The Club's behalf to:

(a) Calculate handicaps and time delay grids, and

(b) Provide the Coordinator with grid positions, and

(c) Shall supervise the start of Handicap or time delay races.

3.2 All correspondence shall be addressed to:
Mainland Muscle Car Series Secretary
Ross Wylde
021 833 459
mainlandmuscle@hotmail.co.nz

4. SERIES ENTRY:

4.1 By joining the Club, the competitor is entered into the Series by default and then eligible to enter any round of the Series.

4.1.1 The Club reserves the right to accept or decline entries into the Series as per the National Sporting Code.

4.2 By entering the Series, all Competitors / Entrants:

- (1) Are deemed to be in acceptance of these Series Articles as they are presented, and
- (2) Agree to comply with these Articles and those of the National Sporting Code, and
- (3) Shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, eligibility requirements under these Series Articles and Schedule MMC, and
- (4) Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Series Articles.

4.3 Competition numbers may be chosen by the Competitor, however, must be approved by the Committee.

4.4 Entry to each Round of the Series (which is separate to the Series Entry) should be made as stipulated in the Event Supplementary Regulations.

5. SERIES STRUCTURE:

5.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	28-29 October 2023	Ruapuna	Canterbury Car Club
2	27-28 January 2024	Levels	South Canterbury Car Club
3	3-4 February 2024	Ruapuna	Canterbury Car Club
4	16-17 March 2024	Teretonga	Southland Sports Car Club
5	6-7 April 2024	Highlands	Highlands Motorsport Club

5.2 The Club 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 shall be four(4) races at each Round.

Round	Race 1	Race 2	Race 3	Race 4	Venue
1	6 Laps	6 Laps	6 Laps	6 Laps	Ruapuna
2	8 Laps	8 Laps	8 Laps	8 Laps	Levels
3	6 Laps	6 Laps	6 Laps	6 Laps	Ruapuna
4	8 Laps	8 Laps	8 Laps	8 Laps	Teretonga
5	6 Laps	6 Laps	6 Laps	6 Laps	Highlands

6.4 **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 Handicapped Reverse Grid. Subject to any breakout penalties applied in accordance with Article 8, starting positions shall be 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 One shall be placed at the rear of the grid.

(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 Handicapped Reverse Grid. Subject to any breakout penalties applied in accordance with Article 8, starting positions shall be 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 At all Rounds the Clerk of the Course and/or the Stewards of the Meeting following consultation with the Series Coordinator (where practicable), reserve the right to shorten and/or cancel any practice/Qualifying Sessions and/or Races in the case of Force Majeure.
- 6.6 If there are only three(3) planned races at any Round, the race formats in accordance with Article 6.4 shall be Race One, Race Two and Race Four.

7. PARC FERME:

- 7.1 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.*

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

8. PENALTIES:

- 8.1 Specific penalties outlined in these Articles shall be applied in addition to those prescribed in the National Sporting Code and not in substitution for any penalty applied by the Clerk of the Course.

8.2 Breakout Penalties:

- (a) A competitor who sets a lap-time which is faster than the applicable lap-time specified in Article 2.3.3 for the class entered, however does not exceed the applicable lap-time by more than 0.25 second (here-in referred to as a ‘soft break-out’ lap-time), will:
- (i) In the case of one soft break-out lap-time per meeting, not incur a penalty, however the soft break-out lap-time will be disallowed and any grid position or finishing position will be based on the competitor’s fastest “legitimate” lap-time:
or
- (ii) In the case of more than one soft break-out lap-time, incur the same penalties as specified in Article 8.2 (b) for the second and each subsequent soft break-out lap-time.

- (b) A competitor who sets one or more lap-times which are faster than the applicable lap-time specified in Article 2.3.3 for the class entered (here-in referred to as ‘**break-out**’ lap-times), other than in the case of a ‘**soft-break-out**’ lap-time as specified in Article 8.2(a), will incur a penalty of:
- (i) In the case of break-out lap-times set during qualifying or racing when the next race is a scratch race, being placed at the back of the grid for that next race; or
 - (ii) In the case of break-out lap-times set during qualifying or racing when the next race is a reversed-grid handicap race, a five-second penalty for the first break-out lap time and an additional one-second penalty for each subsequent break-out lap time, which will be applied to the competitor’s handicap starting times for that race; or
 - (iii) In the case of break-out lap-times set during the last race of the event, a five-place finishing-position penalty for the first lap on which the competitor broke out and one additional finishing-position penalty for each subsequent break-out lap time, which will be applied to the results of that race.
- (c) In addition to the penalties specified in 8.2 (b), a competitor who sets:
- (i) One to four break-out lap-times during an event will incur the deduction of five class and series points for each such lap; or
 - (ii) In addition to 8.2 (c) (i), any subsequent break out laps will incur the following penalties;
 - (1) in the case of an A-Class competitor, forfeiture of all class and series points accumulated for the event, and immediate exclusion from further participation in the event; or
 - (2) in the case of a B-Class or C-Class competitor, forfeiture of all class and series points accumulated for the event, and be permanently moved up a class, commencing from the next Round, in accordance with 2.3.6.

8.3 Breach of Article 2.5 (Decal Requirements):

- (a) **Deduction** of thirty Series and Class points per Breach.

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

8.5 Handicapped 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.

9. POINTS:

9.1 Points eligibility: For a competitor to be eligible for overall Series honours and Class honours in accordance with Article 10 below, the competitor must have scored points in not less than three(3) Series' qualifying sessions or races within the season.

9.2 Points will be allocated to all Drivers based on their overall finishing positions in each Qualifying Session and Race, at each Round of the Series.

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

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

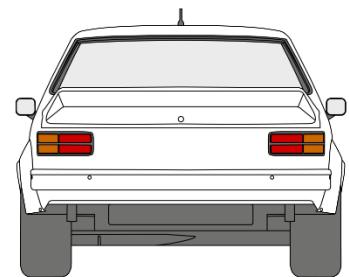
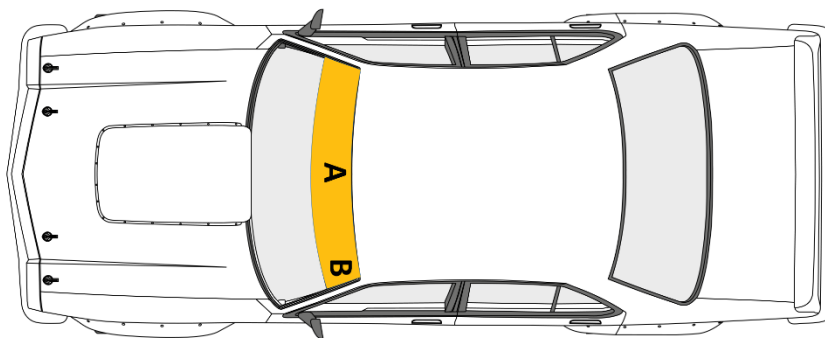
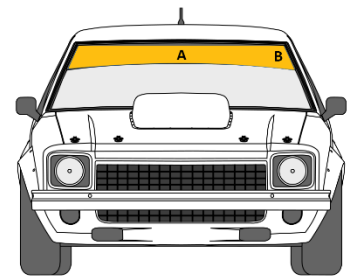
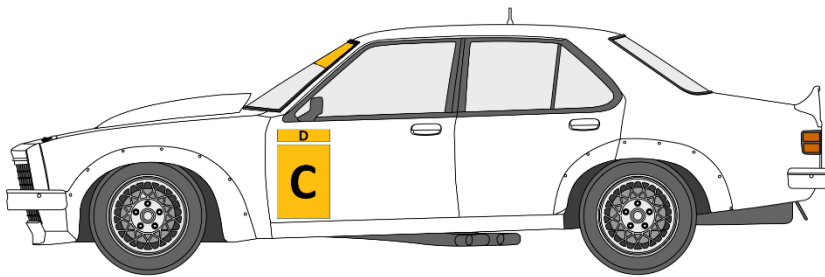
10. AWARDS:

- 10.1** 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.
- 10.2** The **CLASS SERIES CHAMPION** for each Class shall be the driver with the highest accumulated total of all class points earned during the Series.
- 10.3** 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).
 - 2nd Overall in the Series
 - 3rd Overall in the Series
- (2) A Class:**
- Overall Series Champion for A Class
 - 2nd Overall in A Class
 - 3rd Overall in A Class
- (3) B Class:**
- Overall Series Champion for B Class
 - 2nd Overall in B Class
 - 3rd Overall in B Class
- (4) C Class:**
- Overall Series Champion for C Class
 - 2nd Overall in C Class
 - 3rd Overall in C Class
- 10.4 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.

11. IN-CAR CAMERAS:

- 11.1** Competitors may install an in-car camera for use during the Series.
- 11.1.1** 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.
- 11.2** All video shall be made available to Series or Meeting officials on request.

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