



MAINLAND 
MUSCLE CARS

Rulebook

Season 7: 2020-2021

CONTENTS:

<i>Section #</i>	<i>Subject</i>	<i>Page #</i>
Section 1	Objectives & Guiding Principles	4
	▪ Objectives	4
	▪ Guiding Principles	4
Section 2	General Club Rules	5
	▪ Introduction	5
	▪ Membership & participation	5
	▪ Meetings and voting	6
	▪ Committee & office bearers	6
	▪ Event participation fund	7
Section 3	Vehicle Eligibility Rules	7
	▪ Introduction	7
	▪ General eligibility	7
	▪ Grandfather rights	8
	▪ Associated rules compliance	8
Section 4	Technical Rules	9
	▪ Introduction	9

	▪ Chassis	9
	▪ Engine	9
	▪ Transmission	9
	▪ Differential	9
	▪ Wheels	10
	▪ Tyres	10
	▪ Electronic control systems	10
	▪ Exterior	10
	▪ Bodywork	10
	▪ Driver safety equipment	11
	▪ Sponsorship obligations	11
	▪ Race numbers	11
Section 5	Racing Format	12
	▪ Introduction	12
	▪ Race format	12
	▪ Classes contested	13
	▪ Overall lap-time capping	13
	▪ Class lap-time capping	14
	▪ <i>Table 1 – Class Lap-times</i>	14
	▪ Lap-time capping break-out penalties	15
Section 6	Series Points	16
	▪ Introduction	16
	▪ Allocation of series points	16
	▪ Championship	16
	▪ <i>Table 2 – Series Points</i>	17
Section 7	Driving Conduct	18
	▪ Introduction	18
	▪ Car-to-car contact	18
	▪ Proper control	18
	▪ Racing room	18
	▪ Defending position (blocking)	18
	▪ Considerate racing	19
Section 8	Driving Conduct Investigation	19
	▪ Introduction	19
	▪ Car-to-car contact cool-down period	19
	▪ Car-to-car contact reporting	19
	▪ Reckless driving investigation	20
	▪ Reckless driving determination	20
Section 9	General & Demerit Point Penalties	21
	▪ Introduction	21

	▪ General penalty application	21
	▪ Demerit Point Penalty Rule	21
	▪ Table 3 – Demerit Point Penalties	22
	▪ Application of Demerit Point Penalty Rule	22
	▪ Variations to Demerit Point Penalty Rule	22
	▪ Serious breaches	22
	▪ Deduction of series points for specific offences	23
Section 10	Disputes and Protests	23
	▪ Introduction	23
	▪ Interpretation of rules	23
	▪ Application of protests	24
	▪ Competing under appeal	24
Section 11	Member behaviour	24
	▪ Introduction	24
	▪ Conduct toward Committee	25
	▪ Conduct toward track officials	25
	▪ Conduct toward competitors and members	25
	▪ Communication with sponsors	25
	▪ Social media	25
Section 12	Club Roles & Responsibilities	25
Section 13	Committee Members & Office Holders	27
Section 14	Appendix 1 Vehicles	27

NOTE: A number of changes have been made to this Rulebook since the Season 6: 2019-2020 version was produced in 2019. These changes were made by the Members at the 2020 Annual General Meeting of the Mainland Muscle Cars Club.

These changes primarily comprise:

- *introduction of a requirement for competing vehicles to be well-presented and properly-maintained; and*
- *the shift to three lap time-based classes, replacing previous configuration & capacity-based classes; and*
- *the details of fastest and slowest permissible lap-times for each class, and the penalties applied for any break-out laps; and*
- *a shift of all lap-time capping-based requirement into 'Section 5 – Racing Format'.*

These changes (made since Season 6: 2019-2020 Rulebook) are identified by the relevant text being shown in yellow highlight. The presence of a grey vertical stroke to the left side of the amended or added text signifies (in addition to the yellow highlight) shows that the changes and additions are of a material nature (ie are more than simple grammatical corrections or sentence structure improvements).

1 OBJECTIVES & GUIDING PRINCIPLES:

Objectives:

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 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 (as set out in Section 7) 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.

A philosophy which was agreed at the 2016 Annual General Meeting of the Mainland Muscle Cars Club is that all cars competing in the class should look, generally, like American or Australian racing muscle cars or touring cars. The exception to this is historic OSCA cars which are welcomed to the Mainland Muscle Cars Club.

It has been agreed that there will be no significant technical rule changes for the period 2016 to **2023** in order to provide a stable environment for existing and intending competitors.

Guiding Principles:

It is understood and agreed by the members of the Mainland Muscle Cars Club that the most important aspect of the class and the club is the people. Members of the Mainland Muscle Cars Club are people who have a passion for their cars, who have the right attitude, who have respect for the fellow competitors, and respect for the cars of their fellow competitors. And they want to share a beer, a joke, a barbeque, and some car stories after a great day's racing.

The Members of the Mainland Muscle Cars Club agree to, and embrace, the ten Guiding Principles of the Mainland Muscle Cars Club, which are:

1. to provide an environment in which classic muscle car enthusiasts can share their passion for their much-loved classic muscle cars with other like-minded enthusiasts; and
2. to enable classic muscle car enthusiasts to race their much-loved classic muscle cars in a safe environment, with damage-free racing being the highest priority; and
3. that competitors always show utmost respect for the on-track safety of their fellow competitors, and for the much-loved and highly-valued vehicles of their fellow competitors; and
4. that the class is based on a love of classic muscle cars, which is at least equal to, if not a more important motivation than an interest in motor racing; and
5. to ensure that the class is structured so that participation within it remains economically-viable for the 'average-income' racer so as to make the class sustainable into the long-term future; and
6. to minimise as much as practically-achievable, the speed differential from the fastest cars in the class to the slowest cars in the class; and
7. that competitors maintain an exceptionally high standard of car quality and presentation; and

8. that members are always influenced, when thinking about the rules of the class, by what will provide the best possible show to the spectators; and
9. that members put the long-term good of the club and the class ahead of their individual wants and needs; and
10. to create an environment of off-track comradery and support between racers, crew members, and their families.

2 GENERAL CLUB RULES:

Introduction:

The Mainland Muscle Cars Club is a not-for-profit club-based organisation, and membership to the Mainland Muscle Cars Club – with the associated ability to compete in Mainland Muscle Cars events – is structured on a strict invitation-only basis.

Membership & participation:

- 2.1 Only a financial member of the Mainland Muscle Cars Club may participate in any Mainland Muscle Cars event.
- 2.2 A person may become a financial member of the Mainland Muscle Cars Club by being invited by the Committee of the Mainland Muscle Cars Club, and having his or her prescribed annual fee accepted.
- 2.3 A person may request an invitation to become a financial member of the Mainland Muscle Cars Club by applying to the Committee of the Mainland Muscle Cars Club.
- 2.4 A person's membership to the Mainland Muscle Cars Club must be renewed each year subsequent to his or her acceptance by the Committee of the Mainland Muscle Cars Club.
- 2.5 The prescribed annual fee for membership to the Mainland Muscle Cars Club must be paid prior to the person being accepted for participation in a Mainland Muscle Cars event, or being entitled to any other Mainland Muscle Cars Club benefits.
- 2.6 The annual fee for membership to the Mainland Muscle Cars Club is \$350, however, the Committee of the Mainland Muscle Cars Club may vary the fee at its discretion in special circumstances.
- 2.7 The Committee of the Mainland Muscle Cars Club may withdraw a financial member's invitation to be a member at any time, or elect not to renew a member's application for renewal of membership, for any behaviour which either:
 - a) is considered by the Committee to be in conflict with the Guiding Principles of the Mainland Muscle Cars Club; or
 - b) for any other reason that is considered likely to compromise the spirit or objectives of the Mainland Muscle Cars Club.

2.6:

A special circumstance could be, for example, that a person wishes to race one event only with the class at the last event of the season. Reducing the fee may encourage participation, and future membership of that person.

Meetings & Voting:

- 2.8 The Mainland Muscle Cars Club will hold an Annual General Meeting each year, which must be held as soon as practicable after the final race of the race season, and not later than 30 May of that calendar year.
- 2.9 At an Annual General Meeting, only current financial members of the Mainland Muscle Cars Club who have raced in two or more events over the last two seasons, and current Committee members, have the right to speak and vote. Non-members may speak only by invitation from the chair and may not vote.
- 2.10 A change to the rules of the Mainland Muscle Cars Club can only be enacted by a majority vote of the members present at an Annual General Meeting, or at a Special Meeting called for the purpose.
- 2.11 Any change to the rules of the Mainland Muscle Cars Club may be effected by a remit (presented in writing) at an Annual General Meeting, which must be filed with the Committee at least 30 days prior to the Annual General Meeting at which it is to be voted on, which must be circulated by the Committee to the members no later than 14 days prior to the Annual General Meeting at which it is to be voted on.
- 2.12 The Committee of the Mainland Muscle Cars Club has the power to enact a rule change if the need arises outside of an Annual General Meeting or a Special Meeting of Mainland Muscle Cars. If such a situation occurs, the Committee will be directed by a majority opinion of the members of the Mainland Muscle Cars Club.

Committee & Office Bearers:

- 2.13 The Committee of the Mainland Muscle Cars Club will consist of a minimum of six financial members at any one time, and Committee Members are expected to serve out not less than one full one-year term after being elected.
- 2.14 The Committee of the Mainland Muscle Cars Club has the power to appoint a Technical Sub-committee and any other Sub-committee it deems necessary for the effective operation of the Mainland Muscle Cars Club, and the number of Members of such Sub-committees will be determined by the Committee each year.
- 2.15 The Committee of the Mainland Muscle Cars Club has the power to appoint and co-opt other such persons and roles it deems necessary for the effective operation of the Mainland Muscle Cars Club.
- 2.16 A Mainland Muscle Cars Committee member, Technical Sub-committee member, or other co-opted sub-committee member who is not otherwise a member of the Mainland Muscle Cars Club but is required to be a member for the purposes of compliance with these rules, will have the cost of his or her membership to the Mainland Muscle Cars Club met by the club.

Event participation fund:

2.17 The Committee of the Mainland Muscle Cars Club will maintain a fund for the purpose of encouraging participation at Mainland Muscle Cars events, and will allocate a proportion of its annual income to that fund, to be divided amongst the participants by a mathematical formula that the Committee determines to be appropriate.

2.17

The formula will, in general terms, be aimed at rewarding those who compete at the majority of events.

3 VEHICLE ELIGIBILITY RULES:

Introduction:

It is the desire of the members of the Mainland Muscle Cars Club to ensure that any person who becomes a member, and therefore competes with existing members, is like-minded in terms of vehicle interest and respect for other members' vehicles. In pursuit of that objective, the Club maintains the ability to determine which vehicles will compete within the Mainland Muscle Cars Club by operating membership to the Mainland Muscle Cars Club on an invitation-only basis.

The members of the Mainland Muscle Cars Club have a strong desire to keep the class 'pure', in respect that all vehicles competing within the class should be genuine muscle cars, rather than (so to speak) a set of old-looking panels draped over, say, a V8 Supercar chassis. For that reason, one of the vehicle eligibility requirements is that a vehicle's performance level is such that the vehicle achieves lap-times that are no slower and no faster than those specified by these Rules.

It is intended that the 'lap-time capping' will have the effect of:

- containing the class to where it currently is in terms of vehicle types and modification levels; and
- preventing the class from becoming dollar-driven and out of the reach of the majority of racing muscle car enthusiasts; and
- improving the safety of the drivers by reducing speeds; and
- minimising the spread of speed differential to keep the racing closer for both drivers and spectators.

General eligibility:

3.1 Vehicles which are eligible to compete in a Mainland Muscle Cars event are limited to muscle cars (tin tops) which were produced prior to and inclusive of 1985, subject to:

- c) acceptance of the eligibility of the vehicle by the Mainland Muscle Cars Committee as specified in section 3; and
- d) an invitation being issued to the vehicle's owner as specified in section 2; and
- e) compliance with the technical rules specified in section 4.

3.2 A Japanese-manufactured vehicle is not eligible to compete in a Mainland Muscle Cars event.

3.3 The Committee of the Mainland Muscle Cars Club has the final determination as to whether or not any vehicle is eligible to compete in a Mainland Muscle Cars event.

3.1:

The 1985 year includes vehicles which were manufactured after 1985 however the make, model, and sub-model had commenced production during or prior to 1985.

3.4 A vehicle which does not meet the normal eligibility criteria specified in 3.1 to 3.3 may be invited by the Committee of the Mainland Muscle Cars Club, at their discretion, to compete at a Mainland Muscle Cars event on an event-by-event and case-by-case basis, however such allowance for participation at one event does not guarantee or imply any such allowances at any other event.

3.5 A vehicle which competes in a Mainland Muscle Cars Club event must be determined, by the Committee of the Mainland Muscle Car Club, to:

- a) be prepared and presented to a visually-high standard; and
- b) be engineered and maintained in a safe condition.

3.6 A vehicle which the Committee of the Mainland Muscle Cars Club determines, at any time before or during a Mainland Muscle Cars event, to be engineered or maintained in such a way that it may present a safety risk to other Members or Member's vehicles, will be excluded from further participation at that event, and any further events, until the safety risk is resolved to the satisfaction of the Committee of the Mainland Muscle Cars Club.

Grandfather rights:

3.7 A vehicle which is listed in Appendix 1 may compete in a Mainland Muscle Cars event as of right on a 'grandfathering' basis, provided that:

- a) the vehicle participated in Mainland Muscle Cars events up to and including the 2015-2016 season; and
- b) the vehicle has not been modified further after 30 April 2016 in such a way that causes the vehicle to fail to comply with the technical rules that are specified for new vehicles in section 4.
- c) if the vehicle is sold, leased, hired, or loaned to another competitor, the continuation of the vehicle's grandfather rights is approved by the Committee of the Mainland Muscle Cars Club.

Associated rules compliance:

3.8 A vehicle which competes in a Mainland Muscle Cars event must comply in every respect with all Mainland Muscle Cars technical rules specified in section 4, and all relevant MotorSport New Zealand Safety Schedules and Rules.

3.9 A vehicle which competes in a Mainland Muscle Cars event must be accompanied by a current and valid vehicle logbook issued by MotorSport New Zealand.

3.10 A driver who competes in a Mainland Muscle Cars event must hold a current and valid competition licence issued by MotorSport NZ.

3.4

For example, VL-model Commodores, which were produced in 1986 and 1987, have been permitted to compete.

3.5 & 3.6:

These rules have been adopted by the Members to ensure that the Mainland Muscle Cars Club continues to be comprised of high-quality cars, in terms of presentation and finish, and that the cars are engineered and maintained to a high safety-standard, for the safety of the drivers and of their fellow-competitors.

3.7:

Adopted to protect existing vehicles that had competed up until that time, while setting eligibility rules for new vehicles into the future.

3.7(c)

Grandfather rights is not automatically continued when a vehicle is sold, leased, hired, or loaned to another person.

4 TECHNICAL RULES:

Introduction:

In the interests of clarity, each rule specified in section 4 applies to any vehicle which competes in a Mainland Muscle Cars event.

Some rules do not apply to 'grandfathered' vehicles listed in Appendix 1 (as detailed in 3.5). These rules can be identified by the notation in the right-hand column adjacent to the rule which states 'not applicable to Appendix 1 cars'. All rules which are not accompanied by such a notation apply to all vehicles that compete in Mainland Muscle Cars events.

Chassis:

- 4.1 Multi-tubular space-frame chassis are not permitted.
- 4.2 A full roll cage which meets the relevant requirements specified for roll protection systems by MotorSport New Zealand must be fitted.

Engine:

- 4.3 Engines must have 6 or more cylinders.
- 4.4 Turbochargers may not be fitted.
- 4.5 Superchargers may not be fitted.
- 4.6 Engines must be fitted either with one or more carburettors, or mechanical fuel-injection. Electronic fuel-injection must not be fitted.
- 4.7 Engines must be located in a position that is forward of the original firewall.
- 4.8 A firewall must not be modified for the purpose of repositioning the engine rearward in order to achieve better weight distribution.

4.6:

Not applicable to Appendix 1 cars.

4.7:

Not applicable to Appendix 1 cars.

4.8:

Not applicable to Appendix 1 cars.

Transmission:

- 4.9 A transmission must have a maximum of five forward gears, plus one reverse gear.
- 4.10 The gears within a transmission must be selected by a conventional 'H' pattern shifter.
- 4.11 A sequential transmission must not be fitted.
- 4.12 A transmission must be positioned in its original location.
- 4.13 A combination transmission and differential 'transaxle' must not be fitted.

Differential:

- 4.14 A four-wheel drive system must not be fitted.

4.15 A differential assembly must be of the same configuration as that which the vehicle was originally equipped with by the original vehicle manufacturer.

Wheels:

4.16 A wheel must have a rim diameter of not more than 17 inches.

Tyres:

4.17 There are no limitations or requirements for tyres.

Electronic control systems:

4.18 Traction control systems & anti-lock braking systems (ABS) of any type must not be fitted.

Exterior:

4.19 A rain-light which is approved by the Mainland Muscle Cars Club must be fitted, positioned at the rear of the exterior of the vehicle, preferably in the centre of the boot lid or rear central panel.

4.20 Prior to December 31 2018, a stall-light which is approved by the Mainland Muscle Cars Club must be fitted, which must be positioned in such a way that it is clearly visible to any vehicle to the rear of the vehicle.

Bodywork:

Front aerodynamic devices:

4.21 A front spoiler may be modified or replaced but:

- a) no part of the spoiler may touch the ground with both front tyres deflated; and
- b) no part of the spoiler may be positioned forward of the forward-most edge of the bumper when viewed from above; and
- c) in the case of a car without a complete bumper such as second-generation Camaro RS, later-model Camaro or Corvette, a modified or replaced spoiler may be allowed at the discretion of the Committee of the Mainland Muscle Cars Club.

4.22 The bottom face of a front spoiler must not extend any further rearward from the forward-most edge of the spoiler than 300 mm.

4.23 Front or central undertrays must not be fitted.

Rear aerodynamic devices:

4.24 A late-model or non-period 'GT wing' must not be fitted.

4.15:

For example, if a live axle was fitted as OEM equipment, a live axle must remain.

4.19:

A vehicle's factory tail-lights may be used as a rain-light.

4.20:

A stall-light is a light designed to activate when the engine stalls (intended for start-line stall situations).

4.21:

Not applicable to Appendix I cars. A front splitter and/or a spoiler fitted to an Appendix I car must be of a design that is appropriate to the period of the vehicle, and it must maintain a shape that is near to appropriate for the era and style of the vehicle, as determined by the MMC Committee.

4.22:

Not applicable to Appendix I cars.

- 4.25 A diffuser must not be fitted.
- 4.26 A rear or central undertray must not be fitted.
- 4.27 An aerodynamic tunnel, rear air diffuser, or other like device must not be fitted.
- 4.28 Rear body-work and rear bumper must be, or have the appearance of being, as originally manufactured.

Mudguards:

- 4.29 Factory-style mudguards may be 'pumped' for the purpose of providing tyre clearance.
- 4.30 Period-correct flares may be fitted to replica historic race cars at the discretion of the Committee of the Mainland Muscle Cars Club.
- 4.31 Additional mudguard flares or 'box-style' mudguards must not be fitted.

Driver safety equipment:

- 4.32 A driver competing in a Mainland Muscle Cars event must wear a head and neck support device during all events.
- 4.33 A driver competing in a Mainland Muscle Cars event must comply in every respect with all relevant MotorSport New Zealand Safety Schedules and Rules in respect to the wearing of appropriate safety equipment.

Sponsorship obligations:

- 4.34 A vehicle competing in a Mainland Muscle Cars event must display the prescribed official Mainland Muscle Cars windscreen banner, and any other required signage, specified by the Mainland Muscle Cars Club during all official Mainland Muscle Cars events, which includes all practice sessions, qualifying sessions, and races.
- 4.35 Failure to comply with the requirements in 4.34 will result in the application of the penalties specified in 9.10.

Race numbers:

- 4.36 The race number displayed on a vehicle competing in a Mainland Muscle Cars event may be chosen by the competitor, in consultation with the Committee of the Mainland Muscle Cars Club, however in the event that more than one competitor chooses the same number, preference will be given to the competitor who competed in the highest number of Mainland Muscle Car Club events during the preceding season.

4.27:

Not applicable to Appendix I cars.

4.28:

Not applicable to Appendix I cars.

4.31:

Not applicable to Appendix I cars

5 RACING FORMAT:

Introduction:

The Mainland Muscle Cars racing format is intended to provide close racing for its competitors, and provides opportunity for slower vehicles to feature in results through the application of two (wherever possible) reverse-grid handicap races.

The format of the Mainland Muscle Cars events will be based on 'lap-time capping', which is based on all competing vehicles to fall within a minimum and maximum time for each track, and within three classes, all of which are lap time-based.

Race format:

- 5.1 A Mainland Muscle Cars event will commence with one or more official practice sessions and one official qualifying session.
- 5.2 The format of a Mainland Muscle Cars event will, after practice and qualifying, consist of four races, the starting order of which shall be determined by:
 - a) for race one, a scratch-race based on the results of qualifying; and
 - b) for race two, a handicapped reverse-grid race based on the fastest lap times set during either qualifying or race one; and
 - c) for race three, a scratch-race based on the fastest lap times set during either qualifying, race one, or race two; and
 - d) for race four, a handicapped reverse-grid race based on the fastest lap times set during either qualifying, race one, race two, or race three.
- 5.3 In the case of a race schedule that, for reasons beyond the control of the Mainland Muscle Cars Club, does not allow the four-race format specified in 5.2 to take place, then a three-race format will occur which will consist of the format specified in 5.2, however with the race specified in 5.2(c) removed.
- 5.4 All races within a Mainland Muscle Cars event will count towards championship points over the racing season, as specified in section 6.
- 5.5 All races within a Mainland Muscle Cars event will be conducted either:
 - a) over a minimum of six laps; or
 - b) in the case of Levels (Timaru) and Teretonga (Invercargill), over eight laps or a specified minimum race time of ten minutes.

5.2 a) and c):

A 'scratch-race' is a race in which the grid positions are established by the order of completion of qualifying (ie; number one qualifier starts on pole).

5.3:

This ensures that two handicap races will be incorporated within the schedule even if it becomes a three-race event.

Classes contested:

5.6 Three separate classes will be contested within each Mainland Muscle Cars event, which are:

- a) 'A-Class', being the fastest class in the series; and
- b) 'B-Class', being the 'mid-pack' class within the series; and
- c) 'C-Class', being the 'back of the pack' class within the series.

Overall lap-time capping:

5.7 A vehicle which competes in a Mainland Muscle Cars event 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 in dry track conditions, the vehicle will achieve lap-times (on the track configuration used for the event) within those applicable overall lap times specified below:

- a) for Ruapuna Park; no slower than 1:45.00 and no faster than 1:29.00; and
- b) for Levels Raceway; no slower than 1:19.00 and no faster than 1:05.50; and
- c) for Teretonga Park; no slower than 1:15.00 and no faster than 1:01.50; and
- d) for Highlands Motorsport Park; no slower than 2:05.00 and no faster than 1:45.00; and
- e) for any other venue; at the determination of the Committee of the Mainland Muscle Cars Club on a case by case basis.

5.8 The Committee of the Mainland Muscle Car Club may permanently withdraw a competitor's membership to the Mainland Muscle Car Club, in accordance with sub-section 2.7 of these Rules, who repeatedly and deliberately sets a lap-time faster than the applicable overall lap-time specified in 5.7.

5.9 The Committee of the Mainland Muscle Car Club may allow a competitor whose lap-times are slower than the applicable overall lap-times specified in 5.7 to compete in a Mainland Muscle Car event on a case-by-case and event-by-event basis.

5.10 A competitor who competes in a Mainland Muscle Cars event must not have in the vehicle, or use, during any Mainland Muscle Cars qualifying session or race, a device which is capable of providing to the driver any indication or information relating to the vehicle's predicted lap or sector times.

5.6:

This lap time-based class format replaces the previous 6-cylinder, Under 5-litre, and Over 5-litre classes.

5.7:

All vehicles must genuinely fall within the lap-times specified in 5.7 and 5.12. Faster cars may be de-tuned by their owners via reduced RPM, tyre size and grip levels, and other limiting mechanical factors. Drivers who are clearly sand-bagging, and whose cars are clearly capable of lap-times faster than the specified lap-times may have his or her invitation to participate at Mainland Muscle Cars events withdrawn by the Committee of the Mainland Muscle Cars Club under Sub-section 2.7 of these Rules.

The applicable lap-times specified in 5.7 apply only to qualifying and racing, and there will be no penalties applied for 'breaking out' during practice sessions.

5.8:

A vehicle which is significantly faster than that which the Mainland Muscle Cars Series caters for can compete in either Central Muscle Cars or OSCA.

5.9:

This makes provision for a novice competitor or a competitor who is having mechanical problems.

5.11 Except where 5.9 applies, the slowest and fastest overall lap-times specified in 5.7 will not be subject to review until by Member voting at the 2023 Annual General Meeting of the Mainland Muscle Cars Club, so as to coincide with the first opportunity to review the class's technical rules (as detailed in the 'Objectives' section of this Rulebook).

Class lap-time capping:

5.12 A vehicle which competes in a Mainland Muscle Cars event will be classified into the most applicable of the three classes specified in 5.7 for each competing vehicle, 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 the following Class Lap-times Table.

Table 1 – Class Lap-times:

Class Lap-times	Fastest	Slowest	Difference
Ruapuna:			
A-Class	1.29.00	1.31.99	3 sec
B-Class	1.32.00	1.35.99	4 sec
C-Class	1.36.00	1.45.00	9 sec
Levels:			
A-Class	1.05.50	1.07.99	2.5 sec
B-Class	1.08.00	1.10.99	3 sec
C-Class	1.11.00	1.19.00	8 sec
Teretonga:			
A-Class	1.01.5	1.03.99	2.5 sec
B-Class	1.04.00	1.06.99	3 sec
C-Class	1.07.00	1.15.00	11 sec
Highlands:			
A-Class	1.45.00	1.48.49	3.5 sec
B-Class	1.48.50	1.52.99	5 sec
C-Class	1.53.00	2.05.00	12 sec

5.13 The minimum and maximum lap-times specified in the class lap-time table in 5.12 may, if considered necessary to maintain similar numbers of competitors in each class, be altered at any time during the race season by the Committee of the Mainland Muscle Cars Club.

5.14 If the Series Coordinator determines that an obvious mis-time has occurred for a competitor during a Mainland Muscle Cars qualifying session or race, that time will be removed from the timing results.

5.15 The class that a competitor enters in the Mainland Muscle Cars 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.

5.16 A Mainland Muscle Cars 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 Mainland Muscle Cars series.

5.17 If a Mainland Muscle Cars competitor changes class, the class points accumulated by the competitor in his or her original class will not be transferred to the new class.

5.18 Lap-time capping break-out penalties, as specified in 5.19 and 5.20, will be applied to a competitor who exceeds the fastest lap time specified for the class entered during qualifying or racing.

Lap-time capping break-out penalties:

5.19 A competitor who competes in a Mainland Muscle Cars event and sets one or more lap-times which are faster than the applicable lap-time specified in 5.12 for the class entered (here-in referred to as 'break-out' lap-times) will incur a penalty of:

- a) in the case of break-out lap-times set during qualifying, a five-place grid-position penalty for the first break-out lap time and one additional grid-position penalty for each subsequent break-out lap time, which will be applied for race one; and
- b) in the case of 'break-out' lap-times set during a race:
 - (i) where the next race is a scratch-race, a five-place grid-position penalty for the first break-out lap time and one additional grid-position penalty for each subsequent break-out lap time, which will be applied for that race; or

5.16:

In the event of a competitor obviously 'sand-bagging' in order to run at the front of a slower class than that which the competitor and car is capable of fitting into, the Committee of the Mainland Muscle Cars Series may place the competitor up to the appropriate class

5.17

Out of fairness to other competitors, a competitor will forfeit his accumulation of points if he or she changes class during a season

5.18

The applicable lap-times specified in 5.12 apply only to qualifying and racing, and there will be no penalties applied for 'breaking out' during practice sessions

5.19:

For consistency's sake, the '5+1' penalty applies across qualifying and racing, and is applied in the most appropriate way, depending on race type:

- any penalty gained in qualifying is applied by grid positions for race one;
- any penalty gained during a scratch-race is applied to a reverse-grid handicap race by additional time handicapping;

- (ii) where the next race is a handicapped reverse-grid 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 starting times of that race; or
- (iii) where the next race is the final race of the event, a five-place finishing-position penalty for the first break-out lap time and one additional finishing-position penalty for each subsequent break-out lap time, which will be applied to the results of that race.

5.20 In addition to the penalties specified in **5.19**, a competitor who competes in a Mainland Muscle Cars event and sets a lap-time faster during qualifying or a race than the applicable lap-time specified in **5.12 for the class entered** will have five series points deducted for each such lap.

- to prevent penalties gained during the last race of the event being carried over to a subsequent event, penalties is applied by deducting finishing positions for that race.

5.19 & 5.20:

For example, a driver who breaks out three times in qualifying or a race, will be awarded a penalty of '7' (5 + 2) for the next race, plus a 15-championship and class point deduction.

6 SERIES POINTS:

Introduction:

The series points for the Mainland Muscle Cars Club is structured in such a way so as to provide all competitors with a good opportunity for achieving success within the championship, by providing overall series points and **class** points that reward participation and consistency.

Allocation of series points:

- 6.1 Subject to 6.3, overall series points will be allocated to each driver competing within a Mainland Muscle Cars event, regardless of which **class** specified in **5.6** the driver is contesting, in accordance with the series points allocation system specified in 'Table **2** - Series Points'.
- 6.2 In addition to the overall series points specified in 6.1, subject to 6.3, each driver will contest one of the three Mainland Muscle Cars **classes** specified in **5.6**, and the same points allocation system specified in 'Table **2** – Series Points' will be applied in order to determine the driver's position within the **class** being contested.
- 6.3 In order for a competitor to be eligible for overall series or **class** points, and or series or **class** placings, the competitor must have posted a result in not less than three Mainland Muscle Cars qualifying sessions or races within the season.

6.1:

Overall series points are not class-adjusted.

Championship:

- 6.4 For each Mainland Muscle Cars event:
 - a) a race meeting trophy will be provided to the first, second, and third place winners of each **class**; and
 - b) other trophies and awards may be provided, as determined by the Committee of the Mainland Muscle Cars Club.

- 6.5 For each race season, a race season championship trophy will be provided to the first, second, and third place winners of each class.
- 6.6 The overall winner of each Mainland Muscle Cars championship will be awarded the Doug Allan Trophy, in which case the winner will:
 - c) have his or her name permanently engraved on the Doug Allan Trophy; and
 - d) take possession of the Doug Allan Trophy until the following AGM; and
 - e) be provided with a miniature of the Doug Allan Trophy to hold in perpetuity.

Table 2 - Series Points:

<i>Practice Points</i>	<i>Qualifying placing</i>	<i>Qualifying points</i>	<i>Race placing</i>	<i>Race points</i>
20 points all competitors for completion of one or more laps of practice	1	20	1	20
	2	19	2	19
	3	18	3	18
	4	17	4	17
	5	16	5	16
	6	15	6	15
	7	14	7	14
	8	13	8	13
	9	12	9	12
	10	11	10	11
	11	10	11	10
	12	9	12	9
	13	8	13	8
	14	7	14	7
	15	6	15	6
	16	5	16	5
	17	4	17	4
	18	3	18	3
	19	2	19	2
	20	1	20	1
	21	1	21	1
	22	1	22	1

- 6.7 In the event of a tie occurring between two or more drivers within a Mainland Muscle Cars championship, the driver with the best finishing record will be awarded the title.

7 DRIVING CONDUCT:

Introduction:

Damage-free racing is the single-greatest desire of the members of the Mainland Muscle Cars club, and 'reckless driving' by any competitor within a Mainland Muscle Cars event will not be tolerated. Reckless driving is defined as:

- causing an avoidable car-to-car contact incident which results in damage to one or more cars; or
- driving which has the potential to place other drivers and vehicles at risk of car-to-car contact.

Any situation where a competitor is forced to take avoiding action in order to prevent car-to-car contact from occurring means that the other driver has driven in such a way that he or she has potentially placed another driver and vehicle at risk of car-to-car contact, and this is considered to be reckless.

Recklessness is creating potential to place other drivers and vehicles at risk of car-to-car contact, including:

- blocking; or
- repeated failure to maintain proper control of the vehicle; or
- unsafe track re-entry; or
- failure to provide racing room.

Car-to-car contact:

- 7.1 A Mainland Muscle Cars competitor must not:
- a) cause an avoidable car-to-car contact; or
 - b) drive in a manner that causes another competitor to take avoiding action in order to prevent a car-to-car contact from occurring.

Proper control:

- 7.2 A Mainland Muscle Cars competitor must maintain proper control of his or her vehicle at all times, and must not:
- a) repeatedly or regularly lose control of his or her vehicle; or
 - b) upon a loss of control which results in leaving the track confines, re-enter the track in an unsafe manner.

Racing room:

- 7.3 The responsibility for passing another car safely rests with both competitors, so a Mainland Muscle Cars competitor must provide racing room to other competitors at all times, including when the driver of a faster car is approaching and attempting to overtake.

Defending position (blocking):

- 7.4 A Mainland Muscle Cars competitor must remain on his or her chosen racing line when defending his or her position, except for during the last lap of a race, in which case 7.5 applies.

7.3:

While it's the role of the driver behind to find a way past without contacting the car he's trying to pass, at the same time, the driver in front must provide racing room. The driver in front cannot crowd a passing car off the track.

This means you cannot 'chop' someone trying to overtake on the inside approaching a corner.

'Racing room' is defined as not less than one and a half car-widths of track-space.

- 7.5 During the last lap of a race, as referred to in 7.4, a Mainland Muscle Cars competitor may move from his or her chosen racing line once (only) in order to defend his or her position.
- 7.6 Whilst defending his or her position during the last lap of a race, a Mainland Muscle Cars competitor must not make any change in direction or other manoeuvre if:
- a) there is any over-lapping by a vehicle which is attempting to pass; or
 - b) if the change in direction or other manoeuvre may cause another driver to run out of track space or contact any other vehicle.

Considerate racing:

- 7.7 A Mainland Muscle Cars competitor who is a faster and more experienced driver 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 drivers.

7.4 - 7.6:

In simplest terms, a driver cannot move from the chosen racing line, except for on the last lap, and on the last lap the driver may only move from the chosen line once.

In no circumstances can a driver ever move from the racing line twice.

7.6

It is important to note that this only applies whilst 'defending'. A competitor may take his or her normal racing line when approaching a corner.

8 DRIVING CONDUCT INVESTIGATION:

Introduction:

In the event that a Mainland Muscle Cars competitor has, or is considered to have, driven in a reckless manner within a Mainland Muscle Cars event, an investigation will occur in accordance with Section 9.

The investigation will be carried out by the official Driving Standards Observer of the Mainland Muscle Cars Club. The Driving Standards Observer is the point of contact for aggrieved competitors, and he or she will carry out the investigation process and deliver his or her findings to the Committee of the Mainland Muscle Cars Club.

The Committee of the Mainland Muscle Cars Club will apply any necessary penalties or discipline.

Car-to-car contact cool-down period:

- 8.1 A Mainland Muscle Cars competitor involved in a car-to-car contact incident within a Mainland Muscle Cars event must have a 15-minute 'cool-down' period, where he or she does not approach any other competitor involved in the contact, and does not discuss the incident with any other person other than a member of the Mainland Muscle Cars Committee, or an official Driving Standards Observer appointed by the Committee of the Mainland Muscle Cars Club.

8.1:

This rule is considered to be very important and must be adhered to.

Car-to-car contact reporting:

- 8.2 Any car-to-car contact incident within a Mainland Muscle Cars event must be reported by each competitor involved in the incident to an official Driving Standards Observer appointed by the Committee of the Mainland Muscle Cars Club.

8.2:

This rule is considered to be very important and must be adhered to.

Reckless driving investigation:

- 8.3 Any actual or alleged incidence of reckless driving within a Mainland Muscle Cars event must be investigated and determined upon by an official Driving Standards Observer appointed by the Committee of the Mainland Muscle Cars Club, who will involve the Committee of the Mainland Muscle Cars Club during his investigative process.
- 8.4 In a situation where a Committee member of the Mainland Muscle Cars Club is one of the competitors involved in a car-to-car contact incident in a Mainland Muscle Cars event which is under investigation, that Committee Member (and if applicable, their partner) will be excluded from the investigation and determination process.

Reckless driving determination:

- 8.5 After all of the facts and relevant information have been obtained (including video evidence if requested and available) in relation to the investigation of an actual or alleged incidence of reckless driving during a Mainland Muscle Cars event, a determination will be reached by the official Driving Standards Observer of the Mainland Muscle Cars Club, who will deliver his or her findings to the Committee of the Mainland Muscle Cars Club.
- 8.6 The Committee of the Mainland Muscle Cars Club will issue notification to the competitor(s) involved in a reckless driving incident, either:
- a) at the event during which the reckless driving incident occurred; or
 - b) where a decision is not reached during the event at which the reckless driving incident occurred, within 10 working days following the event.
- 8.7 The official Driving Standards Observer of the Mainland Muscle Cars Club may, at his or her discretion, having discussed a reckless driving incident within a Mainland Muscle Cars event with all competitors involved, and having given due consideration to all relevant factors, declare a reckless driving incident to be a 'racing incident' and take no further action.
- 8.8 The official Driving Standards Observer of the Mainland Muscle Cars Club may, at his or her discretion, request that the officials of the race meeting apply the relevant warning flag, as appropriate, to any Mainland Muscle Cars competitor who the Driving Standards Observers considers to be driving in a reckless manner.

8.8:

The showing of a warning flag, such as a black flag, is ultimately the decision of the officials of the race meeting.

9 GENERAL & DEMERIT POINT PENALTIES:

Introduction:

The Mainland Muscle Cars Club has empowered its Committee to take meaningful and forceful action against any member who drives recklessly within a Mainland Muscle Cars event, and in particular who causes avoidable car-to-car contact. Section 9 sets out the penalties which will be applied to a competitor who is determined by the Committee of the Mainland Muscle Cars Club (usually on the advice of an official Driving Standards Observer) to be guilty of reckless driving, and in particular who causes avoidable car-to-car contact in a Mainland Muscle Cars event.

This section also covers driving conduct matters which are not specifically reckless, however they are inconsiderate and can affect other competitors, such as causing a delayed start.

General penalty application:

- 9.1 The Committee of the Mainland Muscle Cars Club has the authority to apply any penalty it considers appropriate to a competitor who the Committee has determined to be guilty of reckless driving, and it has the authority to apply that penalty as specified in 2.7.
- 9.2 A penalty applied to a Mainland Muscle Cars competitor by the Committee of the Mainland Muscle Cars Club for a reckless driving incident may include the deduction of series points, exclusion from an event, or permanent exclusion from all future Mainland Muscle Cars events.
- 9.3 A penalty may be applied to a Mainland Muscle Cars competitor before, during, or after a Mainland Muscle Cars event at the discretion of the Committee of the Mainland Muscle Cars Club.

Demerit Point Penalty Rule:

- 9.4 When applying a penalty to a Mainland Muscle Cars competitor, the Driving Standards Observer, and the Committee of the Mainland Muscle Cars Club, may apply, or use as a guide, the demerit points specified in the following Demerit Point Penalties Table.

9.4

The intention behind the Demerit Point Penalty System is to provide a system which:

- is fair and transparent, and can be easily understood;
- fairly reflects the nature and the seriousness (or not) of the incident;
- disincentivises drivers from taking risks which could result in damage to fellow-competitors' vehicles.

Table 3 – Demerit Point Penalties:

<i>Demerit Point Penalties</i>	<i>No damage</i>	<i>Minor damage</i>	<i>Major damage</i>
Causing a delayed start (including forming up too slowly)	5	-	-
Loss of control (without car-to-car contact)	10	-	-
Unsafe track re-entry (without car-to-car contact)	10	-	-
Low-speed blocking (without car-to-car contact)	10	-	-
High-speed blocking (without car-to-car contact)	20	-	--
Forcing another car off-track (without car-to-car contact)	15	20	25
Causing car-to-car contact (with similar paced car)	-	15	25
Causing car-to-car contact (with much slower car)	-	20	30
Contravention of conduct rules specified in 11.1 to 11.3	25	-	-

Application of Demerit Point Penalty Rule:

9.5 For the **contravention of any conduct-related rules specified in 9.4** by a Mainland Muscle Cars competitor during a Mainland Muscle Cars event, the Committee of the Mainland Muscle Car Club will apply the following penalties:

- a) if a competitor incurs 30 demerit points in the space of five Mainland Muscle Cars events in which the competitor competes, a minimum penalty of a 'first written warning' will be issued to the competitor; and
- b) if a competitor incurs 50 demerit points in the space of five Mainland Muscle Cars events in which the competitor competes, a minimum penalty of a 'second written warning' will be issued to the competitor, and the competitor will be excluded from the following Mainland Muscle Cars event; and
- c) if a competitor incurs 100 demerit points in the space of five Mainland Muscle Cars events in which the competitor competes, the competitor will incur exclusion from membership to the Mainland Muscle Car Club.

9.5:

In simplest terms, a driver who collects 50 demerit points within five Mainland Muscle Cars events (in which he or she competes) will be stood down for one event, and a driver who collects 100 demerit points within five events (in which he or she competes) can expect to have his or her membership to MMC withdrawn.

Variations to Demerit Point Penalty Rule:

9.6 A variation may be applied to the Demerit Point Penalty Rule specified in 9.4 by the Committee of the Mainland Muscle Cars Club, at their discretion on a case-by-case basis, however in applying a variation to the penalty, the Committee of the Mainland Muscle Cars Club must consider the risks presented to the other competitors by the competitor in question, and apply an escalating penalty system to ensure that the risk of damage to other competitors' vehicles is minimised.

Serious breaches:

9.7 In relation to any serious car-to-car incident, the Clerk of the Course and MotorSport NZ may investigate the matter, as is required by the current Motorsport Manual Appendix 4 Schedule Z.

9.8 Where the Clerk of the Course has investigated a driving conduct matter in relation to a Mainland Muscle Cars competitor and has imposed a penalty under the MotorSport NZ regulations, the Committee of the Mainland Muscle Cars Club will decide whether it will **either:**

- a) **impose** the Mainland Muscle Cars Club's Demerit Points Penalty Rule in addition to the Clerk of the Course's penalties; **or**
- b) **leave** the penalty that the Clerk of the Course imposes as the only penalty.

9.7:

<http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live>

- 9.9 Any incidence of a member of Mainland Muscle Cars deliberately making contact with another vehicle will be treated seriously, and the Committee of the Mainland Muscle Car Club may immediately and permanently withdraw any competitor's membership to the Mainland Muscle Car Club, in accordance with Sub-section 2.7 of these Rules, who deliberately contacts another vehicle.

9.9:

Any deliberate contact will be viewed seriously.

Deduction of series points for specific offences:

- 9.10 In addition to the application of Demerit Points Penalties specified in 9.4 for the offences specified in the Demerit Point Penalty Rule table, one championship point will be deducted for each demerit point applied to a competitor.
- 9.11 Failure to display the prescribed windscreen banner or other required signage, as specified in 4.34, on a vehicle competing in a Mainland Muscle Cars event will:
- c) result in the driver of the non-compliant vehicle being excluded from competing in an event; or
 - d) in the case of a determination being made after a race that a vehicle did not display the prescribed official Mainland Muscle Cars windscreen banner or other required signage, the driver of the vehicle will have 30 series points deducted, and, in the event of repeated failure to comply with 4.34, may be excluded from further participation in Mainland Muscle Cars events.
- 9.12 A Mainland Muscle Cars competitor who fails to line up in his or her correct position on the race grid in a timely manner in a Mainland Muscle Cars event may be deducted 30 series points.
- 9.13 A Mainland Muscle Cars competitor who achieves a lap-time faster than the applicable allowable lap-time specified in 3.12 in a Mainland Muscle Cars event will be deducted the appropriate number of series points set out in 3.15.

10 DISPUTES & PROTESTS:

Introduction:

Disputes should, wherever possible, be resolved informally without formal protest intervention occurring wherever possible. The Mainland Muscle Cars Club is not a 'high-stakes' championship, and the club does not want to be encumbered with the problems that are an inherent part of other higher-profile motor racing championships.

Interpretation of rules:

- 10.1 All rules of the Mainland Muscle Cars Club will be interpreted, where required, by the Committee of the Mainland Muscle Cars Club, who may, during the course of reaching an interpretation or determination, seek assistance from a sub-committee or one or more co-opted experts as the Committee considers to be necessary.

Application of protests:

- 10.2 Protests are discouraged, but if such a protest is to proceed, it must be made in writing to the Committee of the Mainland Muscle Cars Club, and accompanied by a fee of \$250.
- 10.3 If a protest that is made in accordance with 10.2 is upheld by the Committee of the Mainland Muscle Cars Club:
- a) the fee specified in 10.2 will be refunded to the person who lodged the protest; and
 - b) action as considered appropriate by the Committee of the Mainland Muscle Cars Club will be applied to the offending competitor, which may include that the offending competitor is precluded from competing in any further Mainland Muscle Cars events, or is allowed to participate but without allocation of points, until the breach of the rules has been rectified to the satisfaction of the Committee.
- 10.4 If a protest is not upheld by the Committee of the Mainland Muscle Cars Club, the fee will be retained by the Mainland Muscle Cars Club.

Competing under appeal:

- 10.5 In the event of a dispute or protest made regarding a rule of the Mainland Muscle Cars Club as it applies to a Mainland Muscle Cars competitor, the competitor under dispute or protest may appeal the dispute or protest, and at the discretion of the Committee of the Mainland Muscle Cars Club, compete in a Mainland Muscle Cars event whilst under appeal, in which case the appeal made by the competitor will be heard by the Committee at a later date.

11 MEMBER BEHAVIOUR:**Introduction:**

It must be recognised that the Mainland Muscle Cars Club, and the associated motor racing category, is a not-for-profit organisation, and all officials associated with the Club and the racing category work for the benefit of the club on a voluntary basis. Sometimes the Committee Members and delegated officials of the Club, such as a Driving Standards Observer, have to make decisions and take actions which a member may not like.

The Club expects its members, and members' crew-members and associates, to act professionally and reasonably whenever being subjected to a driving conduct investigation or having a penalty applied, in just the same way that the members expect the Committee to act professionally and fairly when carrying out such investigations and applying such penalties.

The Mainland Muscle Car Club expects its members, and members' crew-members and associates, not to publicly make derogatory statements about the Club, or any of its Committee Members, or in any other way bring the Club into disrepute – particularly with respect to social media.

Conduct toward Committee:

11.1 A member of the Mainland Muscle Cars Club, or any crew-member or associate of a Mainland Muscle Cars competitor, must, at all times, and in particular during a driving conduct investigation and associated application of any penalties or other disciplinary action relating to that investigation, not behave in an abusive, confrontational, or disrespectful manner toward any member of the Mainland Muscle Cars Committee during the process of carrying out their club-related responsibilities.

Conduct toward track officials:

11.2 Similarly, in the interests of protecting the reputation of the Mainland Muscle Cars Club, a member of the Mainland Muscle Cars Club, or any crew-member or associate of a Mainland Muscle Cars competitor, must not behave in an abusive, confrontational, or disrespectful manner towards any race track officials during the process of carrying out their race event-related responsibilities.

Conduct toward competitors and members:

11.3 A member of the Mainland Muscle Cars Club, or any crew-member or associate of a Mainland Muscle Cars competitor, must not behave in an abusive, confrontational, or disrespectful manner toward any fellow-competitor or fellow club member.

Communication with sponsors:

11.4 A member of the Mainland Muscle Cars Club, or any crew-member or associate of a Mainland Muscle Cars competitor, must not directly communicate with a sponsor of the Mainland Muscle Cars Club in any way that is derogatory or which may bring the Mainland Muscle Cars Club into disrepute.

11.4

Communications with Club sponsors must be undertaken only by the Club President, or the Club Sponsorship Co-ordinator

Social media:

11.5 A member of the Mainland Muscle Cars Club, or any crew-member or associate of a Mainland Muscle Cars competitor, must not express views via social media that are in any way derogatory, or which may bring the Mainland Muscle Cars Club into disrepute.

12 CLUB ROLES AND RESPONSIBILITIES:

<i>Role</i>	<i>Responsibility</i>	<i>Appointed person</i>
Committee Members	· Management & governance of MMC	As in Section 13
President (pref. non-driver)	· Chairman · Point of contact (internal & external) · Ensures that rules are applied fairly	Tony Johnson

Secretary	<ul style="list-style-type: none"> · Inwards/outwards correspondence · Coordinates committee meetings · Prepares meeting agendas & records meeting minutes · Maintains membership database 	Kaye Donaldson
Treasurer	<ul style="list-style-type: none"> · Calls for MMC club subscriptions & deals with payment of same · Receipting/banking · Liaising with Social Coordinator (funds for BBQ's, etc) 	Graeme Allan
New Driver Liaison Officer	<ul style="list-style-type: none"> · Provide support & assistance for new drivers entering class, particularly in relation to safety · Help new drivers understand rules and obligations · Make new drivers feel confident & comfortable 	Dave King
Race Coordinator (pref. non-driver)	<ul style="list-style-type: none"> · Point of contact for circuits (class/formats/needs) · Attends circuit briefings · Holds driver briefings · Dealing with race-related complaints (internal) 	Johnny Hepburn Graeme Allan Tony Johnson
Technical Coordinator (will chair 3-person technical sub-committee)	<ul style="list-style-type: none"> · Checks vehicles for compliance with MMC rules · Considers eligibility of new competitor vehicles · Interpretation of MMC technical rules · Deals with technical infringement-related complaints 	Steve McLachlan
Timing Coordinator	<ul style="list-style-type: none"> · Design and manage handicapping system for reverse grid handicap races · Collates series points post-race · Creates series points table post each race · Updates overall series points table 	Graeme Allan Linda Washington
Trophies Coordinator	<ul style="list-style-type: none"> · Arrange for manufacture and/or purchase, and engraving, of trophies for each round, to be awarded at the following round · Arrange for manufacture and/or purchase, and engraving, of trophies for the series, to be awarded at the end of year prizegiving 	Linda Washington
Driving Standards Observer	<ul style="list-style-type: none"> · Observing driving behaviour on-track · Point of contact for receipt of complaints from drivers re other drivers · Liaising with drivers in the event of contact · Providing findings to MMC Committee post-race 	A person appointed for the purpose, by the Committee, on the day
Sponsorship Coordinator	<ul style="list-style-type: none"> · Sourcing MCC sponsorship · Liaising with MMC sponsors · Ensuring MMC windscreen banners are fitted 	Greg Donaldson
Social Coordinator	<ul style="list-style-type: none"> · Purchase of food & disposables (ice/paper plates/etc) for post-race BBQ's · Organises BBQ (gas bottle full, etc) · Organises non-race meeting social events 	Steve McLachlan
Newsletter Editor	<ul style="list-style-type: none"> · Newsletter design & production 	Tony Johnson

MMC Race Commentator	· Providing class-specific information and commentary input (if desired by track)	Graeme Allan Tony Johnson
Videographer	· Producing and distributing MMC videography via website, YouTube, various social media platforms	Dylan Gerschwitz
PR Coordinator (Social Media)	· Providing MMC information via various social media platforms	Clara Fairbrass Dylan Gerschwitz
Promotions Coordinator	· Design & production of MMC promotional material (posters/banners/calendars etc) · Sale of MMC promotional material at tracks	Richie Biddles Linda Washington
Merchandise Coordinator	· Design & production of MMC clothing · Sale of MMC clothing at tracks	Linda Washington Dave King
Trailer Co-ordinator	· Transport, or co-ordination of, MMC gazebo and equipment to and from each round · Co-ordination of erection and pull-down of MMC gazebo at each round	Greg Donaldson

13 COMMITTEE MEMBERS & OFFICE HOLDERS 2020-2021:

Kaye Donaldson	Secretary	mainlandmuscle@hotmail.co.nz	027 303 6502
Graeme Allan	Treasurer/Committee Mmbr	graeme@cladtex.co.nz	021 718 760
Dave King	Committee Member	kingee5@hotmail.com	0275 328 080
Johnny Hepburn	Committee Member	john@timarumetal.co.nz	0274 326 934
Steve McLachlan	Committee Member	burkesmetalworks@xtra.co.nz	0273 494 413
Linda Washington	Committee Member	autosportart@xtra.co.nz	0274 322 509
Barry Fairbrass	Co-opted Committee Member	fairbrass3@xtra.co.nz	0272 163 022
Grant Sisson	Co-opted Committee Member	northwestauto@xtra.co.nz	0275 184 973
Dylan Gerschwitz	Co-opted Committee Member	dylan.gerschwitz@internode.on.net	0275 184 973
Tony Johnson	President	tony@lvta.org.nz	0274 790 907

14 APPENDIX 1 VEHICLES: (as referred to in 3.5 to 3.7 of these Rules)

<i>Driver/Owner</i>	<i>Vehicle</i>	<i>Notes/Permitted items</i>
Lee Derrick	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
Mike Small	1967 Ford Mustang	Electronic fuel injection fitted