



1 Autosport Club Championship

This document outlines the articles of the Autosport Club Championship. It is current as of October 25th 2006. In this document "The Club" means "The Autosport Club (Inc.)". A change to the club championship articles must be agreed on by the majority of the club committee and voted on at the AGM by the membership.

1.1 Scope Of These Articles

- 1.** These articles cover the Autosport Club championship and any and all events organised by the club that contribute points to that club championship.
- 2.** Interpretation of these articles is a mandate of the club committee, and the Clerk of the Course of any particular event contributing points to the championship. The Clerk of the Course decision pertaining to these articles or any event rules or regulations on the day is final on the day. Right of appeal to the committee is available in writing and appearing before the committee, The decision of the Autosport committee on the matter is final.
- 3.** Any irregularities or incidents deemed to be outside the scope of these articles will be dealt with by the committee. Anyone wishing to raise issues pertaining to any incident should write to the committee. The committee's decision on these matters is final and no correspondence will be entered into.

1.2 The Club Championship Year

- 1.** The club championship shall run from the first event run by The Club in a calendar year until the last event run by The Club in a calendar year.

1.3 The Overall Club Championship

- 1.** All motorsport competition events run by the Autosport Club will attract points for the club championship.
- 2.** Only financial members of the club at the time of the running of an event are eligible for points towards the club championship from that event.
- 3.** A financial member of the club may only score points for the events they competed in since the date they joined the club in that club championship year.
- 4.** The Club Champion will be the person with the highest total number of overall club points accumulated in the calendar year from club events. This is irrespective of the class of vehicle entered in any event contributing to that club championship total.

1.4 Club Championship Classes

- 1.** In addition to the overall club championship, there are competing car capacity and numbers of driven wheel classes within the overall championship. Classes are given in section 1.5.
- 2.** Cars may only be entered in club championship events in the engine capacity class they are eligible for on the day of the event.

3. Only financial members of the club at the time of the running of an event are eligible for class points towards the club championship from that event.
4. All points for all events a car has previously been entered in for that calendar year will be annulled for any vehicle that is found to be ineligible for the class it has been entered in.
5. Drivers will only be eligible for points from an event in the club championship class that the car they were running in at that event is eligible for.
6. All club members who enter an event and who put Autosport as their club on the entry form will receive club points for that event. A member wishing to avoid club points for an event must enter under their membership of another MSNZ affiliated club.
7. Competitors in class 5, road cars, in autocrosses will receive club championship class points for the capacity class or driven wheels class the road car would have been eligible for were it a rally car at the event. If the cc rating of the car is not listed on the entry form to enable the class to be established then no class points will be awarded.

1.5 Vehicle Classes for Club Championship Class Points

1. The classes for vehicles in the club championship are based on engine capacity for 2WD cars, and all 4WD cars are deemed to be only eligible for the 4WD class. Cars capable of selecting 4WD or 2WD are deemed to be 4WD for the purposes of the club championship.
2. Cars must always be entered in the appropriate engine capacity and number of driven wheels class. Cars may not be entered in any class above or below their cc rating at the event they are entering.
3. The classes in the championship are as follows:
 - Class 1: 0-1300cc 2WD
 - Class 2: 1301-1600cc 2WD
 - Class 3: 1601+cc 2WD
 - Class 4: 4WD

1.6 Club Championship Points

1. The new points scales as of 2005 are based on the historical logarithmic scale when the points were scaled back from 40 for first place for all events. The current points structure will award 60 points for a rally win, 40 points for a sprint win, and 30 points for an autocross win. Everyone who takes part in an event will get at least one point. The scales are as follows (first place, second place, third place, etc.):

Rally: 60,54,48,44,39,35,32,29,26,23,20,18,16,15,14,13,12,11,10,9,8,7, 6,5,4,3,2,1,1,1...

Sprint: 40,36,32,29,26,23,21,19,17,15,13,12,11,10,9,8,7,6,5,4,3,2,1,1,1...

Autocross: 30,27,24,22,20,18,16,14,13,12,11,10,9,8,7,6,5,4,3,2,1,1,1...

2. All drivers who complete documentation at an event but fail to finish are eligible for 1 championship point in the overall championship and the eligible class for that event.
3. A change to the club championship points structure must be agreed on by the majority of the club committee. The proposed changes must then be passed by majority vote of attending club members at the AGM.

1.7 Autosport Club Clubsport Events

- 1.** All clubsport advanced status events (for example bent sprints) run by the club require a competing vehicle to have a full roll cage and at a minimum four-point harness seat belts.
- 2.** All clubsport events held by the club require competitors to wear their helmets, overalls and safety belts during the indian file course inspection.
- 3.** Passengers at all Autosport events are only permitted in vehicles equipped with a roll cage and minimum four-point harness seat belts in all seats.
- 4.** If a competitor has any special requirements that may need clarification or consideration before the event is run, the competitor must clarify their intentions in writing with their entry and confirm those requirements verbally with the Clerk of the Course on the day prior to their completion of documentation. Acceptance or not of those special requirements is the decision of the Clerk of the Course and that decision is final.
- 5.** A competitor is not able to enter an event after entries close. No competitor is able to re-enter in another car if their car fails after starting the first run. A competitor who has entered, and their car fails before the first run, is able to keep their entry if they transfer their number to another car that is eligible in every way in the same class as the entry form they completed at the event documentation.
- 6.** Seeding of events shall be at the organisers discretion however all consideration should be given to ordering the field based on expected fastest to expected slowest competitor. Seeding should place same class cars, and cars with like speeds, together, principally to not overly advantage any competitor with respect to road conditions compared to those conditions encountered by other competitors in their class.
- 7.** All "on the day" entries can be numbered at the rear of the field for ease of computer entry and running in that order is acceptable, however car numbers can be run out of order and every effort shall be made to run in such an order as to adhere to the principles of article 1.7.6 above. The decision of the Clerk of the Course on final running order on the day shall be final.
- 8.** Entry forms must be complete in all respects to be deemed valid. The address and contact phone number must be residential details. If an entry does not contain all pertinent information before the closing date the entry is late and the late entry fee will be charged.

1.8 Determination of Championship and Class Ties

- 1.** In the event of a tie in the final points tally of the Championship for any placing, the final order shall be determined by reference to the greater number of superior positions won in the various events from which the points derive (e.g. the number of first places, then the number of second places etc.). Those superior positions shall be weighted according to the weight of contributing club points scale. This is currently 1.0 for Autocrosses, 1.5 for sprints and 2.0 for rallies. For example a rally win is worth two autocross wins.
- 2.** Should a tie occur in any round or event of the Championship, the points allocated to the position tied and the next following position in the event will be added together and equally divided between the competitors concerned.

3. In the event that the previous paragraphs (1.8 (1) and 1.8 (3)) above prove ineffective in determining a winner, then the committee shall, after taking into account such considerations as they deem to be desirable, either declare a winner or declare two or more competitors (as may be appropriate) to be the equal winners of the Championship or class.

1.9 Club Championship Awards and Trophies

1. Third place and second place receive a certificate. First place receives a certificate and a returning trophy.
2. If the club committee see fit, the top three in all classes can be awarded trophies to keep that are paid for by the club, and in the case of first place they will receive a trophy to keep in addition to the respective returning class trophy.
3. The championship shall award the following trophies:
 - Club Champion:** Highest total number of points from all events
 - Autocross Trophy:** Highest total number of points from all Autocrosses
 - Magnum Motors Trophy:** Highest of both main and clubmans rally points added together
 - Cyclone Cycles Trophy:** Highest from all events added together excluding rallies
 - Canary Furniture Trophy:** Highest 2WD from 1st two sprints & 1st two autocrosses added together. All contributing events must be done in 2WD car.
 - Autosport Club Rally Trophy:** Highest placed club member in the club's main rally
 - International Rally Award:** Highest placed club crew in the Rally Of New Zealand (both crew must be Autosport members)
 - Graham Brown Trophy:** Highest placed club member in final overall points who is less than 25 years of age at the start of the championship year
 - Raycroft Auto Trophy:** Club member of less than 2 years with the most overall points
 - Broken Diff:** Biggest bang, loudest car blowup, biggest crash; as decided by club committee.
 - Palmside Ladies Trophy:** Highest female driver in the overall club championship points.
4. In some clubs a traditional rule is that if you win the same trophy three times in a row you keep it permanently. This rule expressly does not apply in the case of any of the Autosport Club trophies.
5. Trophies shall be returned to the committee in November in order to be readied for the prizegiving in December.
6. The Autosport Club committee is responsible for organising the engraving of the trophies appropriately before the end of year prizegiving and the club shall pay for that engraving.

2 Autosport Club Sprint Series

1. The Club's committee at its discretion can run a sprint series as part of the club championship. It will use as it's guidelines the same articles as the club championship and will be made of no fewer than 4 bent sprint or rallysprint events, force majeure notwithstanding.

2. Prizes and/or trophies for this series are at the discretion of The Club's committee. The club shall endeavour to find a sponsor for this series that provides the trophies for the end of the series. All class placings shall be awarded trophies. If no sponsor is found, this is at the club's expense and the type of trophies are at the discretion of the club committee.
3. The classes are the same as for the club championship. Eligibility rules are the same as for the club championship.
4. If more than 4 sprints are run as part of the series, the total number of qualifying sprint results, minus the single worst result from all the qualifying sprints counts towards the series prizes.
5. The Hammer Sprint is specifically excluded from the sprint series due to its casual and relaxed nature.
6. The overall winner of the sprint series will be awarded the Chris Shaw memorial trophy.
7. Ties are determined in the same way as the club championship from all qualifying series sprints with all qualifying sprints weighted equally.

3 Autosport Club Autocrosses

1. The Club's committee is obliged to run at a minimum three autocross events that contribute to the overall championship and to the award of the Autocross Trophy.
2. Trade prizes from an event sponsor or Autosport award certificates are encouraged as appropriate prizes for these events.
3. The classes for Autocrosses are the same as for the club championship with the addition of one class for road cars, class 5.
4. To be eligible for class 5, the road car may be of any number of driven wheels and engine capacity. It must have a current warrant of fitness. It must not be fitted with rally tyres or specialist autocross tyres, the tyres must be those reasonably able to be run on a day to day road car.
5. Road cars may be entered in the appropriate engine capacity or driven wheels class. This must be made very clear on the entry form.
6. Competitors in class 5, road cars, in autocrosses will receive club championship class points for the capacity class or driven wheels class the road car would have been eligible for were it a rally car at the event. If the cc rating of the car is not listed on the entry form to enable the class to be established then no class points will be awarded.
7. No passengers are permitted in any car without a full roll cage.
8. Cars with rally tyres, or specialist autocross tyres, must be entered in one of the engine capacity classes or the 4WD rally car class as appropriate.
9. Selectable 2WD/4WD vehicles are deemed always class 4 (4WD), or 5 (Road Car) if they do not have a roll cage or roll bar.
10. All cars with roll bars or roll cages must have an MSNZ logbook.
11. Autocross running order may be staggered at the start of each run to ensure parity of course conditions at the Clerk of the Course's discretion.

- 12.** Penalties at autocrosses shall be given for hitting a marker, which is defined as observed contact of any kind between the competing vehicle and the course marker, including those course markers defining the start and finish chutes. The penalties shall be 5 seconds added for each marker hit, and for driving on an incorrect course the penalty shall be the slowest recorded time of all competitors plus 5 seconds for that run.
- 13.** Any issues of vehicle eligibility and course penalties shall be decided by the Clerk of the Course on the day whose decision is final.