

THE ENGINE ROOM AUTOMOTIVE SPRINT SERIES REGULATIONS



1. OVERVIEW

2018 will welcome back a regional sprint series hosted by various Clubs just like the old days! After the success of the 2016 and 2017 series run by Dannevirke Car Club it became clear how well this structure could work for other clubs. With the emphasis on co-operation between Car Clubs to help events run easily which in turn will provide a great day out for competitors without breaking the bank. The 2018 series will see the return of some classic rally roads and yearly favourites.

2. ENTRIES

Registrations for the Series is **free** but if you choose to make a donation please make it towards any of the volunteers at each event as they are the people that make this happen.

Registrations will need to be received before the end of the second round documentation. Please register early as this helps organisers. Points will only be included from the time of registration.

3. CLASSES

All vehicles must meet schedule A requirements and a Safety Roll bar or Safety Cage is mandatory (refer MSNZ Schedule A, chart 4.6 note 4) unless specified in individual event regulations.

The following classes will be recognised for the Series: (refer also Class Eligibility below)

- Class A 2WD 0-1400cc
- Class B 2WD 0-1750cc
- Class C 2WD 1751cc and over
- Class D 4WD – All 4WD not eligible for Class E
- Class E 4WD – Pre 1996

3.1 Entering two different classes is allowed only if two different vehicles are used.

3.2 The Panel reserves the right to amalgamate or reorganise the class structure if less than three (3) entries are received for any one class prior to the second round of the Series. The panel also reserve the right to amalgamate or reorganise the class structure if any class has less than 2 entries at any round.

3.3 Class Eligibility:

3.3.1 Class A:

- Any car that has an engine capacity no greater than 1400cc (as defined in MSNZ Schedule A, Part 3.5), and
- Class A cars can be fitted with any mass produced OEM automotive transmission (eg: H pattern, automatic or CVT). Can be a transmission from any car manufacturer will be automatically moved into Class B
- Aftermarket electronic or sequential gearshift transmission or derivatives thereof are specifically prohibited.
- Note 1: transmission options are limited to the same “design” as originally used in the vehicle, but not limited to the same make or model.
- Note 2: Gear ratio options are free.

3.3.2 Class B:

- Any 2WD car, 0-1750cc (as defined in MSNZ Schedule A, Part 3.5), and includes those cars 0-1400cc that do not comply with the requirements of Class A.

3.3.3 Class C:

- Any 2WD car that does not comply with the requirements of Class A or Class B.

3.3.4 Class D:

- Any 4WD car that does not comply with the requirements of Class E, and all 4WD cars produced Post 31 December 1995.

3.3.5 Class E:

- Series production Four Wheel Drive (4WD) saloon of a make and model first produced before 31 December 1995:
- Vehicle must retain original Make and Model type engine block
- The gearbox must retain the original type of selection method (i.e. H-pattern). The type of engagement and gear ratios are not controlled.
- Vehicle must retain original suspension mounting points and suspension type

3.4 It is the competitor's responsibility to ensure that the correct class is entered on the Round entry form and the result sheet.

3.5 The Panel shall retain the right of determination as to which class a registered driver or co-driver is entered in. Any competitor may seek clarification from the Panel prior to lodging the Series Registration Form.

3.6 Protests - The series is intended to be reasonably relaxed and more or less self-governing.

The panel will consider all protests and discuss it with all parties involved. Any costs incurred in any mechanical checks will be paid by the losing party in the protest.

4. SERIES STRUCTURE

Events TBC

5. POINTS

Points for each class, based on overall class placing in each Round, will be allocated to the Drivers. Drivers will “drop” one round of their choosing, so the remaining points from maximum (#TBC) rounds will go towards series overall position. Notification of which round to be dropped must be made to the Series co-ordinator **PRIOR** to the end of the last round. The lowest scoring round will be automatically dropped if not nominated.

1 st - 32	11 th - 10
2 nd - 27	12 th - 9
3 rd - 23	13 th - 8
4 th - 20	14 th - 7
5 th - 18	15 th - 6
6 th - 16	16 th - 5
7 th - 14	17 th - 4
8 th - 13	18 th - 3
9 th - 12	19 th - 2
10 th - 11	20 th - 1

1 point to all other registered drivers who start in each class.

5.1 In addition, bonus points will be added to points gained for overall position in the final results of each round as follows:

- 5 points 1st to 5th overall
- 4 points 6th to 10th overall
- 3 points 11th to 15th overall
- 2 points 16th to 20th overall
- 1 point 21st to 25th overall

5.2 Only the first 3 official runs at each round will be counted for the series round placings. Double entries are encouraged for extra seat time and extra entries for the organisers, but only the first 3 official runs you started will be counted toward your rounds placings. Events with a run off structure are not affected and the final results from those events will stand.

5.3 Determination of Ties: Should a "dead heat" occur in any Round of the Series, the Point's allocated to the position "dead heated" and the next following position(s) will be added together and equally divided between the competitors concerned.

5.4 In the event of a "tie" in the final point's tally of the Series for any placing, the best placing shall be determined by reference to the greater number of superior positions won in the various categories from which the points derive (e.g. the number of first places, then the number of second places etc).

6. PRIZE GIVING

Prize giving will take place after the final round and we encourage everyone to attend where trophies will be awarded.

7. CONTACTS

Sponsor

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