



Schedule C – ClubSport

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Appendix Five – Schedule C ClubSport

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Note: Text changes from the previous issue of this Schedule are **highlighted** such. Text changes for grammatical and/or formatting reasons are not highlighted.

MotorSport NZ will publish the following in separate publications:

- Articles Governing the ClubSport Championship (annually)
- Articles Governing the Hillclimb Championships (annually)
- Schedule CK – Standing Regulations for the Conduct of Sporting Trials
- Schedule T – Standing Regulations for the Conduct of Car Trials

Attention ClubSport Event Organisers: Please refer to Appendix Two Schedule H and the (separate publication) ClubSport Organisers Handbook for details on Event planning and organisation which should be read in conjunction with this Appendix.

Part One – Standing Regulations covering all ClubSport Events, except Motorkhanas, Sporting Trials, Car Trials and Regularity Trials

1. ClubSport Introduction: ClubSport events are competitions held usually on a road, circuit or paddock, where the placings are decided by the time taken to complete the course, plus any relevant penalties. Included in this category of events are sprints (straight, bent and circuit), autocross and hillclimbs. Record attempts (both 'land speed' and 'endurance') do not come under the category of ClubSport events.

2. Event Descriptions:

2.1 Basic Status Events: Basic Status Events are those where competitors (including those new to motorsport) can compete without the need for specialised vehicles and expensive equipment.

All competitors, save for those entering their first or second Event, shall be members of a Member club.

The Basic Status Events are defined as follows;

(1) Autocross: Run on a marked-out course on an unsealed or sealed surface. The course plan is free provided no straight exceeds 200metres in length on an unsealed surface, or 100metres in length on a sealed surface. Two(2) or more cars may run at intervals if the Clerk of the Course deems the course suitable.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to.

(2) Circuit Sprint (Single Car): Run on a sealed circuit approved by MotorSport NZ. Cars may be started at intervals of five(5) seconds or more. When cars are started at these intervals the starting order shall be fastest to slowest i.e. faster cars starting earlier in the interval pattern so as to minimize overtaking. The maximum distance for each sprint session shall be six(6) laps of the circuit being used. If a car returns to the pit it shall not be permitted to rejoin for the duration of that session.

Event Organisers may, at the end of the competition, choose to hold a final "shootout" session. Each car participating in the session will be permitted one(1) "flying lap" as follows:

(a) The car will exit the Pit Lane and complete that part of a lap until the car crosses the start/finish line, and then

(b) Commence the "flying lap" and, at the end of the flying lap,

(c) Drive around the circuit until returning to the Pit Lane.

Cars will be released slowest to fastest and only two(2) cars shall be permitted on the circuit at any one time, with cars being released from pit lane to commence their warm up lap once the previous car has completed their flying lap and is returning to pit lane.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to and either the driver or passenger holds a current MotorSport NZ competition licence.

(3) Competitor Coaching: An Event run at a venue (sealed or unsealed) approved by MotorSport NZ for the purpose of coaching competitors in competition techniques.

The coaching program shall be detailed in the Event Supplementary Regulations and include at least;

(a) Tutorial session covering aspects of car control, braking, racing lines and competition regulations; and,

- (b) Details of familiarisation drive at slow speed to expand on tutorial session; and,
- (c) Details of the competition runs.

All tutors shall be experienced competitors who hold, or have held a MotorSport NZ issued competition licence.

During any competition runs vehicles must be started at intervals of five(5) seconds or greater on sealed surfaces and intervals of thirty(30) seconds or greater on gravel surfaces.

- (4) **Standing Sprint (Single Car):** Run from a standing start over a measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight for the entire measured distance and including the slow down area.
- (5) **Motorkhanas:** *(refer Part Two – Standing Regulations for the Conduct of Motorkhanas).*
- (6) **Triathlon (Group One):** A combination of three(3) different basic ClubSport Events, (e.g. a Motorkhana, an Autocross and a Standing Sprint (Single Car)), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend. Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

Note: *Competitor Coaching may not be included in a Triathlon (Group One) Event.*

- (7) **Trials:** *(refer Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials).*

2.2 **Advanced Status Events:** Advanced Status Events are defined as follows;

- (1) **Bent Sprint (Single Car):** Run on a road course, gravel or sealed surface, which has at least one(1) bend or curve. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time. The road may be used in either or both directions.
- (2) **Circuit Sprint (Dual Car):** Run on a sealed circuit approved by MotorSport NZ. Paired cars may be started at intervals of five(5) seconds or more. When paired cars are started at these intervals the starting order shall be fastest pair to slowest pair i.e. faster paired cars starting earlier in the interval pattern so as to minimize overtaking.
- (3) **Circuit Sprint (Multi Car):** Run on a sealed circuit approved by MotorSport NZ. All flag points required by the venue licence to be manned for Clubman's racing must be manned. Prior to this event being run a Circuit Sprint (Dual Car) must have been run on the same day, with all competitors in the Multi Car Sprint having completed two(2) Dual Car Sprints that day. A maximum of two(2) grids of six(6) cars may be started. If two(2) grids are used the fastest cars must be in the first grid. There must be a **30 second** gap between the two(2) grids to ensure that there is no passing. Cars must be gridded fastest to slowest from times recorded in the Dual Car Sprints. The maximum distance for each sprint heat shall be four(4) laps of the circuit being used. During Multi Car Sprints Appendix Four Schedule Z flag procedures shall apply. Competitors must hold a M Grade Licence. (Temporary M Grade Licences are not valid for this event.) The Clerk of the Course must hold as a minimum a **Silver** Grade Race Licence, with Clerk of the Course **Bronze** licence holders assisting with the event organisation. An additional Drivers' briefing must be held covering flags, safety considerations, starting, first corner procedures etc.
- (4) **Grasstrack Racing:** Run on grass surface circuit approved by MotorSport NZ at least 400metres long and 10metres wide. Run with up to a maximum of eight(8) vehicles from a grid start over two(2) laps or more of the circuit. All vehicles shall be fitted with mud flaps behind the rear and driving wheels.
- (5) **Hillclimb:** Run on a road course, gravel or sealed, which is predominantly uphill from start to finish. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.
- (6) **Rally Cross:** Run on a MotorSport NZ approved circuit at least 800metres long and 10metres wide, which may incorporate a water splash and other hazards. At least one quarter (1/4) and not more than one half (1/2) of the track length must be sealed. Cars run in fields from a grid start and complete a number of laps. All cars must be fitted with an approved safety cage and mud flaps behind rear and driving wheels, extending at least 50mm either side of the tyre, and to no more than 100mm above the ground. Cars must also have a full windscreen of approved safety material and adequate windscreen washers.
- (7) **Standing Sprint (Dual Car):** Paired cars may run from a standing start on a MotorSport NZ approved measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight and at least twelve(12) metres wide for the entire measured distance including the slow down area.
- (8) **Flying Sprint (Single Car):** Run on a sealed straight surface at least ten(10) metres wide for the entire distance including run up and slow down areas. The maximum run up distance shall be one(1) kilometre, followed

immediately by a maximum timed distance of 400metres (¼ mile). Any extension of the run up or timed distance would require a Special Event Permit (*refer Appendix One Schedule E*).

- (9) **Street Sprint:** A single car sprint held on a road in residential or commercial (industrial or shopping) areas is defined as a street sprint. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.
- (10) **Triathlon (Group Two):** A combination of three(3) different Advanced or Basic ClubSport Events, (e.g. a Motorkhana, Bent Sprint and a Hillclimb), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend. Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

3. Organisation:

Important Note: Part Four of Appendix Two Schedule H details event safety requirements. It shall be read in conjunction with this Article.

- 3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ Office.
- 3.2 A Steward will be appointed for all Advanced Status Events and for Basic Status Competitor Coaching Events.

For Basic Status Events (other than Competitor Coaching) a Steward or Safety Officer may, at the discretion of the Permit Issuing Steward be appointed should it be considered appropriate to do so. Where appointed the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only.
- 3.3 Supplementary Regulations must be published for National permit status Series and Championship events.

4. Vehicles:

- 4.1 All vehicles shall conform to the vehicle safety regulations contained in Appendix Two Schedule A except for Pre 1978 Schedule K, T&C, CR or RH vehicles that are in compliance with Appendix Six Schedule AA.

Note: Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)

5. Competitors:

- 5.1 All drivers must hold a current club membership of a Member club except for new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a club.

5.2 Requirement for Competition Licence: Excepting those drivers as detailed in Part One Article 5.3 below, the licence requirements are as follows:

(1) **Basic Status Events:** A competition licence is not required.

(a) **Junior Competitors:** Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Basic Status Events on the following conditions;

- (i) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and
- (ii) Only at the discretion of the Event Clerk of the Course.

(2) **Advanced Status Events:** All competitors shall hold as a minimum either a Temporary M Grade or M Grade competition licence.

5.3 All competitors must wear safety apparel as specified in the competitor safety regulations contained in Appendix Two Schedule A.

6. Passengers:

- 6.1 Passengers are not permitted in Basic Status Events unless stated otherwise in the Event descriptions detailed earlier in this Schedule.
- 6.2 Passengers may be carried in Advanced Status Events, except for Rallycross, Grasstrack Racing, Flying Sprint and Circuit Sprint (Multi car) events, under the following conditions:

- (1) Only on such Events that the Clerk of the Course considers the venue does not impose any undue hazards. The Clerk of the Course's decision to decline passengers shall be final.
- (2) All vehicles (including Pre 1978 vehicles in compliance with Appendix Six Schedule AA) carrying passengers shall be fitted with the following equipment, which must comply with Appendix Two Schedule A;
 - (a) Rollcage, and
 - (b) Both Front Seats, and
 - (c) Four(4), Five(5) or Six(6) point safety harnesses for both occupants.
- (3) The vehicle must be safety audited (scrutineered).
- (4) Passengers shall wear safety apparel as specified in the competitors safety regulations contained in Appendix Two Schedule A.
- (5) All passengers shall be briefed on basic event safety procedures, how to correctly wear and subsequently uncouple the safety harness, and shall sign the Passenger Indemnity and Declaration form prior to their participation.
- (6) The minimum age of any passenger is twelve(12) years.
- (7) Passengers may be changed between runs.

7. Conduct of the Meeting:

- 7.1 Prior to practice, the Clerk of the Course shall brief all competitors covering the starting, finishing, emergency procedures, any relevant event penalties and the determination of results.
- 7.2 All competitors shall be given a reconnaissance tour of the complete course or at least one(1) practice run.
- 7.3 For all events (excluding those detailed in Part One Article 2.2(3)), should a red flag be waved or displayed to a competitor from any of the marshal points on the course, the competitor must stop as soon as practicable (ensuring that the vehicle is halted in a safe position) and await further instructions. A briefing on these will be held prior to practice beginning.
- 7.4 At all times, the access way must be kept clear for an ambulance to enter or leave the venue without delay.

Part Two – Standing Regulations for the Conduct of Motorkhanas

1. **Introduction:** A Motorkhana is a test primarily of driver skill (rather than outright speed) in which competitors negotiate a precise course usually defined by flags or cones. Motorkhanas are usually held on a tarseal or gravel car park, or a grass paddock.

These Basic Status Events are run at ClubSport and National permit status level with the premier event being the MotorSport NZ Motorkhana Championship contested as part of the ClubSport Gold Star Championship.

Annually MotorSport NZ shall publish a portfolio which contains the Articles of the Championship.

2. **The Course:** The layout of each motorkhana test is free except that no test course may exceed 200metres in length and must be sufficiently clear of spectators and their cars etc.

3. **Organisation:**

Important Note: Part Four of Appendix Two Schedule H details event safety requirements. For Motorkhanas given the nature of such events a safety plan is not a prerequisite, however, organisers are advised to consider the basic safety measures detailed in Article 1.2 (1), (2) and (3) of that Part when planning events.

- 3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ office.
- 3.2 A Steward or Safety Officer may be appointed to attend events.
- 3.3 The attendance of a qualified first aid official with a complete first aid kit is not mandatory but is recommended.
- 3.4 At least two(2) Fire extinguishers with a minimum capacity of 2kg each must be positioned in close proximity to the start line and in the care of a competent marshal.
- 3.5 Visual communication can be used.

3.6 Supplementary Regulations must be published for National permit status Series and Championship events.

4. Vehicles:

4.1 All vehicles shall as a minimum be to a warrantable standard, with a securely mounted seat, safe steering and effective brakes. The Clerk of the Course has discretionary powers as to the type of vehicle deemed suitable for the venue.

Note: Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)

5. Competitors:

5.1 Membership and Licence requirements:

(1) All competitors shall hold a current club membership of a Member club except new entrants to motorsport, who may compete in two(2) club level Motorkhanas before being required to join a club. A MotorSport NZ Competition Licence is not a prerequisite except as specified in (2) below.

(2) Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Motorkhanas on the following conditions;

(a) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and

(b) Only at the discretion of the Event Clerk of the Course.

6. Conduct of the Meeting:

6.1 Prior to competition, the Clerk of the Course must brief all drivers covering the number of attempts at each test, starting, finishing, timing, any relevant event penalties and the determination of results.

6.2 Each test must conclude with a complete vehicle stop, either on a line, astride a line or within a predetermined area, (eg. a garage), as advised at briefing.

6.3 Only one(1) vehicle at a time may run on a test.

6.4 Passengers may not be carried in National permit status level events. Passengers may only be carried in ClubSport status level events, at the discretion of the Clerk of the Course, for the purpose of driver coaching.

Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials

1. **Introduction:** Regularity Trials, Sporting Trials and Car Trials are Basic Status Events held under a ClubSport permit.

Note: Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)

2. **Sporting Trials:** Sporting Trials have their Standing Regulations published in the Sporting Trials Competition Booklet, which incorporates Appendix Five Schedule CK. This booklet is available on request from MotorSport NZ.

“**Sporting Trial**” means a ClubSport Basic Status Event in which competitors negotiate a precise off – road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results.

Unless competing in their first or second introductory event, drivers shall be a member of a Member Club.

3. **Car Trials:** Car Trials have their Standing Regulations published in the Trials Competition Handbook, which incorporates Appendix Five Schedule T. This booklet is available on request from MotorSport NZ.

“**Car Trial**” means a ClubSport Basic Status Event wherein the main portion of the route is over public highways, roads and streets. It is an event where competitors follow a set of written instructions and the marking of the competition is primarily for adherence to the correct route and maintenance of the prescribed time and/or speed schedule. If competitors make mistakes they will traverse a different course and travel a different distance.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.

4. **Regularity Trials:** Regularity Trials have their Standing Regulations published in Appendix Five Schedule RT.

“Historic Regularity Trial” means a ClubSport Basic Status Event providing a variation of the rules for Historic and Classic competition to allow those to run their vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

“Modern Regularity Trial” means a ClubSport Basic Status Event for vehicles complying with Appendix Two Schedule A to allow those to run their modern vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.