

AHOC COMPETITION CHAMPIONSHIP RULES

Is based on ALL events on *race circuits* covering the current interests of our competing members.

- Group S racing, marque sports (too modified for Gr S) racing, Historic Regularity, and MSCA Sprint or Regularity, or any other circuit event where official lap times are available. I source these times - let me know if you have done an event of which I may be unaware.
- All we need is official LAP TIMES from any circuit event, available on www.natsoft.net.au website or from the event organiser
- Based on the premise that :
 - all are trying to drive quickly and smoothly to the best of their ability
 - all are making equal commitment – it is just as hard/stressful for a beginner in Regularity at MSCA as for, say, the experienced Peter Jackson racing Group S
 - we want as many involved as possible.
 - we want to give EVERYONE a chance to win, NOT just the FASTEST cars.

POINT Scoring System -

- Take 4 FASTEST laps achieved for the day.
- Calculate the difference between fastest lap & 4th fastest lap in 1/100ths of a second
- Eg 1.15.25 to 1.16.40 is 115 points time penalty.
- Subtract from a starting score of 1000 points : $1000 - 115 = 885$
- This is your score for this event. The more consistently you drive, the less the gap and higher your score.
- The Championship is decided on the TOTAL of your BEST 4 events, (that is a possible maximum of 4000 points.)

“BEST OF 4” format rewards those who enter more events by allowing worst performances to be dropped, but does not guarantee victory by having the ability (time and/or money) to enter a lot of events.

“Four rounds” is achievable for most who enter their preferred events for the year – the racing guys can always do an event or two at MSCA to add to their race events.

FOUR FASTEST LAPS

Aim is to show ability to put together a string of consistent fast laps rather than just one fast lap. Where you are held up by a slower driver, have a spin etc. you will not have your score ruined for the day. A mechanical breakdown can still see enough laps achieved to score reasonable points.

This is really quite a SIMPLE system – just a matter of keeping records - and does not rely on complicated Class handicapping or Index of Performance adjustments which rarely work satisfactorily, especially when you have a small number of competitors as we have. You cannot work out a formula to achieve parity between 4 & 6 cylinder cars, much less allow for different levels of development within each of those groups.

