

APPENDIX SIX

PART ONE - FOREWORD

Last updated: 20 August 2018

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Amendment Number	Date Published	Date Implemented	Article Number

Part One – Foreword

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Foreword: Internationally the use of the automobile has been recognised by United Nations charter with the FIA General Assembly being the body mutually established to handle all activities.

FIA has developed two distinct subgroups, AIT, (World Council for Touring and the Automobile) and World Motorsport Council, (responsible for competition of the automobile).

FIA has also developed accords with other specialist groups and in the case of Historic Vehicles there is a convention (agreement) reached with FIVA (the international body established for Vintage Vehicles).

The FIA and FIVA agreement recognises the unique aspects of each other's operations and have signified this by the exchange of letters and press releases. The FIA and FIVA will endeavour to ensure that their respective national representatives will recognise and assist one another at national level and in accordance with this agreement.

The agreement reached in May 2002, with the revised Appendix One ratified June 2011, between the two parties MotorSport New Zealand Inc and the Vintage Car Club of New Zealand Inc states;

“MotorSport New Zealand Inc (MotorSport) is the representative of the FIA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of motor sport.

The Vintage Car Club of New Zealand Inc (VCC) is the representative of the FIVA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of historic vehicles and their use other than sporting as defined by mutual agreement.

In New Zealand VCC wish to run speed events which by definition come under the control of MotorSport. To facilitate this activity MotorSport extends to VCC an invitation to affiliate to MotorSport that would enable the joint development of Historic Motor Vehicle Competition events in accordance with the International Agreement and for the betterment of VCC members in New Zealand.

The Affiliation is based on the following being agreed by the parties.

1. MotorSport to introduce a Historic limited use licence category
 - (a) The issuing of this licence will be delegated to VCC for issuing and management, maintenance of issued licences database, setting of appropriate fee. Design of the licence will be by mutual agreement and carry the logos of both national and international bodies.

- (b) *It will only be issued to financial members of VCC.*
 - (c) *It will be for the exclusive use of VCC members.*
 - (d) *Holders of the licence will be bound by VCC rules.*
 - (e) *The licence will be mandatory at VCC Speed (including racing) events.*
2. *Vehicle safety standards to be observed at VCC speed (including racing) events will be those as detailed in the current edition of the MotorSport Manual Appendix 2 Safety.*
 3. *VCC to run speed (including racing) events exclusively for VCC Historic Licence holders and only for vehicles that have the VCC VIC. Motor Racing events shall be held on MotorSport permitted facilities, (i.e. the permanent race circuits licensed by MotorSport or other licensed venues). Hill climbs may be run on VCC approved venues.*
 4. *VCC agree to:*
 - (a) *Arrange their own suitable Public Liability Insurance cover.*
 - (b) *Provide their own Race Officials for the meetings being held.*
 - (c) *Conform to the Circuit Safety Standards as laid down by MotorSport for the individual venues.*
 5. *Consult jointly with each other to ensure unnecessary clashes of calendar events. To this end the bulk of the MotorSport calendar is set in May and VCC in August.*
 6. *MotorSport rule changes for Schedules K, T&C will be made in consultation with VCC so as to recognise the VCC VIC system within MotorSport Manual Appendix 6 and to have the VCC VIC card as an eligible entry standard for MotorSport events alongside the MotorSport COD eligibility document.*
 7. *VCC members wishing to uplift a full MotorSport competition licence will be able to do so by utilizing VCC as their member club for MotorSport recognition. MotorSport may impose a surcharge on VCC applicants for this licence.*
 8. *VCC will pay to MotorSport an affiliation fee set annually by MotorSport in consultation with VCC.*
 9. *The parties agree that this agreement is for the purpose of joint development of historic speed events, including racing, and does not imply MotorSport involvement in other VCC events such as rallies and trials run on public roads within the bounds of normal traffic regulations.*
 10. *This agreement is concluded for an indefinite duration.*
 11. *MotorSport and VCC agree to meet annually to ratify and ensure all aspects of this agreement are being observed as intended."*

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PART TWO

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Amendment Number	Date Published	Date Implemented	Article Number

Part Two – Historic Competition Philosophy

- A: Philosophy
B: Responsibilities

Article 1 The Historic Advisory Commission will provide.

Article 2 Organisers will be expected to provide.

Article 3 Competitors will be responsible for.

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Preamble: In accord with the Constitution and By-laws of MotorSport New Zealand Inc a representative Advisory Commission has been established with powers to make proposals and recommendations to the MotorSport NZ Chief Executive Officer aimed at ensuring Historic and Classic vehicles have an active competition role.

A: Philosophy

Historic and Classic motorsport is that branch of the sport where vehicles from a past era are used in friendly rivalry to allow them to be exercised in a manner that the manufacturers intended. It is not a branch of the sport where series and trophies for winning races are held in higher regard than the sheer enjoyment of being involved.

B: Responsibilities

1. The Historic Advisory Commission will provide:

- (1) A framework of competition regulations for vehicles produced during the time period covered by the Commission's brief being to:
 - (a) Provide to competitors and officials regulations that will be as clear and useable as practicable. They will provide stability in the regulations to allow competitors to build vehicles with the confidence that the vehicle, if built to comply with current regulations, will continue to comply in future years if it is not modified from its build specification.

- (b) Endeavour to provide for vehicles to be able to retain as near as possible their original appearance, and where necessary retain the ability to be used as everyday cars.
- (2) Safety standard regulations appropriate to the vehicles covered by the Commission.
- Whilst recognising that the safety requirements of the era covered by the Commission were of a lower level than current, the Commission will ensure that the respective vehicles are as safe as is possible in the context of motorsport. This may mean that the standards required will be higher than ever envisaged by the vehicle manufacturers of the time.
- (3) Protection of the brand name “Historic Race Meeting” and obvious derivatives of that name.
- The Commission will protect the brand name “Historic Race Meeting” and derivatives thereof such as “Historic and Classic Race Meeting,” “Classic and Thoroughbred Race Meeting,” etc. This will generally mean that meetings that hide behind scrutineering to varying standards to allow the acceptance of entry of a wider range of vehicles than those covered by regulations covered by this Commission will be denied the use of the brand.
- (4) Clear guidelines to event organisers and promoters, and competitors, outlining their obligations to each other and their obligations to the Historic movement as a whole.
- (5) A list of available classes, known as vehicle categories.
- (6) Encouragement for the formation, under the umbrella of a Member Club, of special interest competitor registers to assist event organisers with promoting a range of races at meetings.

2. Organisers will be expected to provide:

- (1) Meetings with formats that conform to the philosophy of the Historic and Classic movement.
- Recognising that the philosophy of the movement includes the use of vehicles in friendly competition, organisers will be expected to provide meetings that encourage owners of appropriate vehicles to enter and race those vehicles amongst other vehicles and owners of like mind.
- (2) Appropriate vehicle groupings at meetings that are promoted under the brand “Historic Racing” or derivatives.
- (a) Organisers are expected to provide race groupings of vehicles that are appropriate to the vehicles entered for their meeting.
- It is inappropriate for single seater vehicles to be grouped with saloons, and old slow vehicles with newer faster vehicles.
- (b) Scrutineering Audits shall be carried out on at least 15% of vehicles entered in the event, checking for;
 - (i) Compliance with Appendix Two Schedule A or Appendix Six Schedule AA requirements as appropriate, and
 - (ii) Compliance with the vehicle’s Certificate of Description as appropriate.

3. Competitors will be responsible for:

- (1) Competing and dealing with all other competitors and event officials and helpers in a manner of good sportsmanship and friendly rivalry.

The Historic movement philosophy is about using appropriate vehicles in a manner of friendly rivalry. Overaggressive driving and pit manner is not part of the way the movement wishes to operate. Competitors are expected to enter, compete and act in a manner that respects this philosophy.

- (2) The safety and eligibility compliance of their vehicle.

Note: *In line with the above, and with the general philosophy, competitors are responsible to themselves, the event organisers and promoters, and this Commission to ensure that the vehicle, which they use in Historic motorsport is eligible to compete at the meetings, and in the vehicle categories or class breaks entered.*

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PART THREE

Last updated: 10 July 2023

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Amendment Number	Date Published	Date Implemented	Article Number
36058	10 July 2023	10 July 2023	Section Three
36035	1 September 2021	1 September 2021	Article 2 – Period Classification of Vehicles
36030	10 June 2021	10 June 2021	Article 2 – Period Classification of Vehicles
36024	17 November 2020	17 November 2020	Part One, Article 1 Part Two – Vehicle Categories

Certificates of Description

Section One – Identity Classification

Preamble

Article 1 Requirements

Section Two – Vehicle Categories

Preamble

Article 2 Period Classification of Vehicles

Section Three – Livery and Race Numbers

Preamble

Article 3 Livery and Race Numbers

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Certificates of Description

A COD is a description of a vehicle as it is and in relation to the requirements and period classifications set out in the Schedules and Groups of Appendix Six, Historic Competition. They provide a practical link to the relevant rules set out in the various Schedules by providing a guide for:

- enthusiasts and participants engaged in historic motor sport as to the type and range of changes or modifications that are acceptable or not acceptable, and
- the range and type of vehicles organisers may seek to attract or accept in planning and running historic and/or classic motor sport events.

For these reasons CODs are the preferred method of vehicle identity classification pursuant to 'Section One – Identity Classification', Article 1.1 for all vehicles entering events under Appendix Six and wishing to be subject to Part Eight, Schedule AA. CODs are, however, also a key means of demonstrating to organisers and other interested parties that vehicles are what the entrant/participant says they are. A system of random audits being implemented over time will seek to ensure that CODs are accurate and up-to-date.

However, competitors/participants can expect some variation in terms of relevance to particular historic/classic motor sport events. An event run to Appendix Six Schedule K historic rules will regard possession of an accurate up to date vehicle identity classification document in accordance with 'Section One – Identity Classification', Article 1.1 as mandatory. Organisers of more eclectic events that run competitions according to particular groupings such as comparative speed may be less dependent on CODs in determining the content of appropriate fields.

Section One – Identity Classification

Preamble: In August 1997 regulations were established to introduce a process enabling classification of all Historic and Classic vehicles running under the Schedules, Groups and Categories of Appendix Six.

1.1 Requirements: It is mandatory for all vehicles competing in an Appendix Six event (other than an event open only to members of the organising club) to present at documentation and to the Scrutineer at the event, either:

- (1) An FIA Historic Technical Passport (HTP); and/or a Heritage Certificate (HC), or
- (2) A MotorSport NZ Certificate of Description (COD); or,
- (3) A Vintage Car Club of New Zealand Inc Vehicle Identity Card (VIC); or
- (4) In the case of visiting overseas vehicles a similar type classification document issued by a recognised National Sporting Organisation from the vehicle's country of residence;
- (5) Plus a MotorSport NZ issued or approved vehicle logbook or, for a visiting overseas vehicle utilising a vehicle identity classification document under (4) above, a logbook issued by a recognised National Sporting Organisation (ASN) from the vehicle's country of residence.

Note: *An Organising club will advise in the event Supplementary Regulations those Schedules and/or vehicle categories that are able to participate in the event.*

1.2 An FIA Historic Technical Passport (HTP); and/or a Heritage Certificate (HC): If a competitor intends taking a New Zealand domiciled vehicle to participate in an International Historic Competition entered on the FIA Sporting Calendar in any country other than New Zealand then an HTP or HC will be required.

The process for obtaining an HTP or HC can be obtained by contacting the MotorSport NZ Technical Department.

1.3 Vehicle Identity Card – VIC: Members of the Vintage Car Club of New Zealand (being an affiliate club of MotorSport NZ) may use their vehicles VIC as a means of identity classification and vehicle category clarification.

1.4 Visiting Overseas Vehicles: For any vehicle entered in a MotorSport NZ National or higher status Event, that does not have a recognised form of vehicle identity classification (refer Article 1.1(1) to (4) of this Section), then provided a similar type classification document, issued by a recognised National Sporting Organisation (ASN) from the vehicle's country of residence, is presented at documentation the vehicle may be permitted to enter.

Competitors seeking to enter such a vehicle should contact the MotorSport NZ Technical Department to verify the acceptance or otherwise of the "recognised National Sporting Organisation".

This concession would apply for a maximum of six(6) months after which the vehicle would require a vehicle identity classification document in accordance with Section One Article 1.1(1) to (3).

1.5 Issue of Certificate of Description (COD):

- (1) **Applications:** These shall be made by application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details), or alternatively a COD Application form, available on the MotorSport website, may be completed.

The application, supporting documentation and application fee are submitted to MotorSport New Zealand Technical Department who will review the application before sending it to the

Historic Advisory Commission. The Commission Members will check compliance of the vehicle with the relevant schedule before making a recommendation to the Technical Department on whether the application should be approved and to what classification should be applied.

A comprehensive "Certificate of Description detailed Guidelines document is also available at motorsport.org.nz.

Full certification will be granted after the vehicle complies with a COD auditor's inspection and with the information provided on the COD.

Note: *Applications should only be submitted manually if the applicant has no internet access.*

- (2) **Interim Certificate of Description:** An interim Certificate of Description may be issued on request and on a case by case basis. The application must be materially accurate complete and correct before an Interim Certificate of Description will be granted. Such issued Interim Certificates shall have a 30 day validity period after which they become null and void.
- (3) **Certificate of Description Identification System:** MotorSport NZ has adopted an alpha and numeric coded identification system for each accepted Certificate of Description. Competitors and event Officials, on reference to the issued COD, will be able to identify the vehicle by Schedule, era and level of compliance.

The example below illustrates the system;

Example: **K – E – 1234 – 67 – A**

K	Indicates the applicable Schedule: 'K' for Schedule K cars 'C' for Schedule T&C cars 'CR' denotes a vehicle that is a Retrospective Special or Replica
E	Indicates Period (K) or Group (T&C / CR) Classification
1234	Indicates the identification number issued in sequence.
67	Indicates the year that the car represents, or the year of the latest performance enhancing component fitted. Note: <i>Therefore a 1967 vehicle incorporating a later period performance modification shall be classified as representing the year of that modification).</i>
A	Indicates the level of compliance with the regulations: 'A' denotes a vehicle in full compliance,

- 1.6 Vehicle Compliance Audits:** Event Organisers shall ensure that compliance audits are carried out on at least 15% of competing vehicles during the course of an event. The audits shall include a vehicle compliance check against the Certificate of Description in such cases where one has been issued for the vehicle.

Section Two – Vehicle Categories

Preamble: All vehicles used in Historic or Classic competition are categorised according to one of the following;

- “**Period Classification**” – for Historic vehicles in compliance with Schedule K, or
- “**Groups**” – for Thoroughbred & Classic vehicles in compliance with Schedule T & C, or
- “**Period Grouping**” for Replicas or Retrospective Special vehicles in compliance with Schedule CR.

At all times the onus lays with the competitor to provide any information and documentation to confirm that the vehicle they either enter or compete in is in compliance with the appropriate vehicle category or group.

Importance of Vehicles for Historic Competition:

If considering the importation of a single seater racing car, sports car, saloon or sports racing car it is strongly recommended that prior to importation or purchase intending importers or owners consult with the Historic Advisory Commission to ensure that;

- (a) *The vehicle is of a type permitted to race on the New Zealand circuits, (as some high performance single seaters and sportscars exceed NZ circuit FIA ratings.)*
- (b) *The vehicle does conform to one of the period classifications.*
- (c) *Ensure the chassis number, and vehicle information is correct for the vehicle being imported.*
- (d) *HTP, COD, and previous log book information is supplied.*
- (e) *Articles about the vehicles competition history, photographs and ownership trail.*

Prospective owners also need to contact the MotorSport NZ Technical Department regarding Roll Protection suitability prior to purchase.

2.1 Period Classification of Vehicles in Compliance with Schedule K.

- (1) The following chart details the relevant period classification for vehicles based on vehicle type and era.

A	Cars built before 31 December 1930
B	Cars built between 1 January 1931 and 31 December 1946
C	Cars built between 1 January 1947 and 31 December 1961 (31 December 1960 for single seaters)
D	Single Seater cars; complying with Tasman Formula and built in period, or complying with Formula Libre and built before 30 June 1969, or complying with National Formula and built before 30 June 1970, or complying with International Formula Two and built before 31 December 1966, or complying with International Formula Three and built before 31 December 1969, or complying with International Formula Junior and built between 1 January 1961 and 31 December 1964
E	Single Seater cars; complying with Formula 5000 or 3 litre Formula One and built before 1 July 1977, or having been built and competed in either configuration in an international event before 1 January 1977, or

	complying with Formula Atlantic, Pacific and Mondiale and built up to 31 December 1995, or complying with International Formula Three and built between 1 January 1970 and 31 December 1984, or complying with Formula Holden or Formula Brabham and built up to 31 December 2000
F	Sports Racing Cars built before 30 June 1973
G	Sports Cars complying with New Zealand Schedule C (SCANZ) built between 1 July 1973 and 30 June 1980
H	Single Seater cars (that have not competed in the previous season in a current championship); complying with NZ Formula Ford regulations and built before 30 June 1980 (Class I), or complying with NZ Formula Ford regulations and built between 1 July 1980 and 31 December 1984 (Class II) complying with NZ Formula Ford regulations and built between 1 January 1985 and 31 December 1992 (Class III) complying with Formula Vee regulations and built before 31 December 1982
L	Standard Production and Competition Sports & GT Cars built between 1 January 1961 and 31 December 1971
M	Series Production and Competition Touring (Saloon) Cars built before 31 December 1964
N	Series Production and Competition Touring (Saloon) Cars built between 1 January 1965 and 31 December 1971
O	Standard Production and Competition Sports & GT Cars built between 1 January 1972 and 31 December 1979
P	Series Production and Competition Touring (Saloon) Cars built between 1 January 1972 and 31 December 1977
Q	Competition Touring (Group A and Group N) Cars with FIA homologation papers built between 1 January 1978 and 31 December 1993.
R	New Zealand Specials: New Zealand historic sports and single seater racing cars built between 1 January 1961 to 31 December 1977 (with proven competition history)
S	New Zealand Historic Racing Saloons: built between 1 January 1950 to 31 December 1999 Vehicles that competed in such series as: Allcomers OSCA Bank of New South Wales ANZ GTX Series Benson & Hedges Shell Sport/Schedule E Sports Sedans/Kiwi Sports Sedans TranZam Lights
T	Single Seater and Sports Racing Cars built between 1973-1990 and includes Formula 1 built prior to 31 December 1985, not otherwise classified, that have not competed in the previous season in a current championship and meeting NZ venue licence grades, Appendix One Schedule Y, Part One Article 3.2
U	Space-framed Purpose Built Racing Saloons built from 1 January 1967 but older than 15 years, specifically built for National and International Championships (either within and outside of New Zealand) or recognised Series' within New Zealand, including (for example) space-framed type TranZam or NASCAR.

V	FIA 2.0 Litre Supertourers 1990 to 31 December 2000 and Porsche 996 GT3 Cup Cars over twenty (20) years old.
W	Toyota Racing Series (TRS) Toyota FT40 2005 to 2015 in compliance with Schedule TRS.

Note: For details on the vehicle definitions and technical regulations pertaining to the period classifications detailed in the chart above refer to Schedule K (which forms Part Four of this Appendix).

- (2) All vehicles issued with a Certificate of Description under Schedule K with 'A' compliance status shall be entitled to display the MotorSport NZ issued Historic label on the vehicle which signifies the true historic nature of the vehicle.

2.2 Groups for Vehicles in Compliance with Schedule T&C.

The following chart details the relevant group for vehicles based on vehicle type and era.

Groups	Vehicle Type and Era
One	Sports and GT cars up to 31 December 1977
Two	Production Saloon cars up to 31 December 1977
Three	Sports and GT cars post 31 December 1977 and over twenty(20) years old
Four	Production Saloon cars post 31 December 1977 and over twenty(20) years old

2.3 Period Grouping for Vehicles in compliance with Schedule CR.

The following chart details the relevant period grouping for vehicles based on a vehicle of the type it either represents or replicates.

Period Grouping	Vehicle Type and Era
CR One	Retrospective or Replica single seaters or two seater sports racing cars with a determined period classification up to 31 December 1960
CR Two	Retrospective or Replica single seaters or two seater sports racing cars with a determined period classification post 31 December 1960
CR Three	Retrospective Specials or Replica sports, GT or saloon cars up to 31 December 1977, including Cars built to FIA Appendix K

Section Three – Livery and Race Numbers

3.1 Livery:

- (1) Paintwork and signage should be representative of the period and the race group that the car raced in as indicated in the COD for the car.
- (2) Club badges are allowed.
- (3) Race meeting sponsor logos are allowed, and it is recommended that these be removed after that specific meeting.
- (4) Group or private sponsorship logos are subject to approval by the event organiser/promotor and participating clubs and are limited to the upper front windscreen banner on saloons, sports and GT's.
- (5) Single Seaters and Sports Racing Cars sponsorship logos are to be on the bodywork.

3.2 Competition Numbers:

- (1) Competition numbers must be in accordance with Schedule A, Part One, Article 6.2.
- (2) Bonnet numbers are required for all Schedule T&C and Schedule CR cars and must be in accordance with Schedule A Part One Article 6.2 (a).
- (3) If a bonnet number is not present on the car or is undersized, a windscreen number must be displayed in colour and size as in accordance with Schedule A Part One, Article 6.2 (3).
- (4) Schedule K cars that retain their period correct original numbers are exempt of windscreen numbers if not applicable to the era they were raced in.
- (5) Only cars with a current COD are exempt from running a windscreen number and must only race in one of the approved historic race groups. Schedule A Part One Article 6.2 will apply to all other events/groups.

3.3 Schedule K, Historic Race Cars:

- (1) Original Livery pertaining to a specific historic car is encouraged and if used must be accurate in size and colour as originally displayed on that car in period. It must match the date that the car is representative of prior to the application and issue of the Certificate of Description. Competition Numbers must be representative of the livery as in period.
- (2) Tobacco advertising signage in accordance with that carried during the historic group period will, however, be acceptable only on the cars which carried that very livery.
- (3) Proof of livery must be included with the application of the Certificate of Description and can only be raced with either a Historic Technical Passport or a Schedule K COD.

3.4 Schedule T&C, Schedule CR and Schedule RH:

- (1) All liveries must be representative of the period and era the car raced in.
- (2) Modern advertising that is inappropriate for the era of the car is discouraged.
- (3) Period Liveries are encouraged but should be accurate in size and colour as originally displayed.

- (4)** Genuine Historic Cars have priority to any specific period livery in all cases and should not be replicated if that car is still in existence in New Zealand.

Note: *Tobacco Advertising is only allowed on the original Schedule K Historic Cars that ran with the livery in period and is not permitted to be replicated on any other cars.*

APPENDIX SIX

PART FOUR – SCHEDULE K

Last updated: 11 July 2022

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Amendment Number	Date Published	Date Implemented	Article Number
36047	11 July 2022	11 July 2022	Article 6.6 – Fuel and Fuel Systems
36024	17 November 2020	17 November 2020	Article 4 – Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars Article 5 - Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars

Historic Racing Cars to Original Specifications

Preamble

Principles

Section One – Technical Regulations

Preamble

Article 1	General Provisions
Article 2	Definitions and Principles
Article 3	Determination of Classification and Eligibility
Article 4	Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars
Article 5	Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars
Article 6	Technical Regulations for Single-Seater and Two-Seater Racing Cars (Including GTP Cars, Sports Cars, Sports Prototype Cars and NZ Specials)
Article 7	Technical Regulations for Thoroughbred Grand Prix Cars
Article 8	Tyres

Section Two – Crack-testing and repairs to Composite Parts

A:	Non-Destructive Testing for Structural Integrity in Thoroughbred Grand Prix Cars
B:	Detecting Damage and Subsequent Repair of Composite Structures

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Preamble: This schedule is derived from FIA Appendix K to cover the aspects of the FIA Appendix that are directly applicable to New Zealand Historic Racing.

Principles: Historic Motor Sport enables the active celebration of the History of the Motor Car.

The FIA has created the regulations in Appendix K so that Historic Cars may be used for competitions under a set of rules that preserve the specifications of their period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.

Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.

Section One – Technical Regulations

1. General Provisions:

- 1.1 **Modifications and additions:** All modifications or additions to a car's period specification are forbidden unless expressly authorised by the regulations herein specific to the car's Group, or by an announcement in a MotorSport NZ Official Bulletin concerning the specific car model or components, or imposed under Schedule AA. The components of the car must retain their original function.

2. Definitions and Principles:

2.1 Interpretations:

- (1) In addition to the interpretations detailed in the National Sporting Code for the purpose of this Schedule, an "International Event" is defined as an FIA sanctioned event run to the FIA regulations of the period and includes a MotorSport NZ National permit status event.
- (2) "Period Specification" this means the proven configuration of the model, as it existed in the period in which it is classified.

The following evidence (given in order of priority) may be admitted to prove period specification:

- (a) Original FIA homologation papers, including extensions and variations only if homologated in the period concerned.

The following points will apply only if they do not conflict with the original homologation form (except for Competition GT car bodywork).

- (b) Manufacturer's specifications, including sales brochures manufacturer's handbook; manufacturer's workshop manual, manufacturer's spare parts list; all of which must have been published in period.
- (c) Evidence that a manufacturer's specification was varied for an entrant in an international event, which may include addenda to original FIA Homologation papers within the period; any manufacturer's document, drawing, sketch or specification produced in period, or any magazine article produced in period (specifications in magazines and periodicals of the period must come from at least two(2) sources).
- (d) Of lesser value, but for which consideration will be given in any specific query, will be books and magazine Articles written out of period by reputable authors.

All of the above must refer to the model in question.

Recent letters written by manufacturers, mechanics, engineers, designers, drivers and team members of the period may or may not be considered as period evidence.

Unless otherwise specifically authorised by these regulations, any part of a car must have identical dimensions to the original part and evidence of this must be provided.

- (3) The term "**material type**" indicates the same material, but not necessarily to the same specification. Thus "aluminium" is metallurgically aluminium but may be of a different grade and contain elements not present in the original component. Exceptionally, magnesium may be replaced with aluminium. The use of carbon fibre in any application, with the exception of front seats, is forbidden.
- (4) "**Local stiffening**" means the addition of material to limited areas of the basic chassis structure, but not so as to have an interacting effect, which could be considered general stiffening, and not by adding new stressed members.

- (5) **“Silhouette”** means the shape of the car viewed from any direction, with the body panels in position.

2.2 Vehicle definitions and principles:

- (1) **Series Production Touring Car:** This means a vehicle of a model type which must have been manufactured in a quantity of at least 1000 units in twelve(12) consecutive months, identical as far as mechanicals and bodywork are concerned. By identical is meant that the external shape and the component materials of the mechanical parts, the chassis and the body must remain unchanged.

They must be equipped with at least four(4) seats, unless the car was produced with an engine capacity below or equal to 700cc in which case the manufacturer may have delivered them as two(2) seaters.

The only preparation authorised is normal maintenance or the replacement of parts damaged through wear or accident and those modifications explicitly authorised hereafter in Article 4 of these regulations and Schedule AA.

- (2) **Competition Touring Car:** This means a vehicle of limited series production periods derived from a Series Production Touring Car model type including cars homologated by the FIA in Group 2 (for period classifications M, N and P) or Group A (for period classification Q).

All Group A Competition Touring Cars shall be constructed and maintained in strict conformity with the FIA homologation papers issued for the vehicle.

Competition Touring Cars are permitted only those extensions homologated before the upper date limit of the period class and specified on their FIA Homologation Forms, as well as those modifications explicitly authorised hereafter in Section One Article 4 and Article 5 and for pre-1977 vehicles, Schedule AA.

- (3) **Standard Production Sports and Grand Touring Car (GT) Car:** This means cars built in small series, which must have space for at least two(2) seats, disposed one on either side of the car's longitudinal axis, and which must comply with the regulations and highway code of the country of registration.

They must conform to a model defined in a catalogue and offered to the public by the Sales Department of the manufacturer.

At least 100 examples identical in every sense concerning bodywork and mechanical parts must have been manufactured.

All other cars must have been homologated in the GT category. Models which were also homologated by the FIA as Touring Cars will not be eligible.

GT cars are permitted only those modifications explicitly authorised hereafter in Article 5 and Schedule AA, excluding any other homologation extensions.

- (4) **Competition Sports and Grand Touring (GT) Car:** This means cars which must have space for at least two(2) seats, disposed one(1) on either side of the car's longitudinal axis and must comply with the regulations and highway code of the country of registration.

The cars must be derived directly from vehicles eligible as standard Sports and GT cars, but includes modifications carried out in the period within the limits of the international rules for Grand Touring Cars in force at the time. The fundamental and general designs of the car and of the engine must remain the same as those of the corresponding series production car.

Competition GT cars are permitted only those extensions homologated before the upper date limit of the period class and specified on their FIA Homologation Forms, as well as those modifications explicitly authorised hereafter in Articles 4, 5 and Schedule AA.

- (5) **Grand Touring Prototype (GTP):** This means one(1) of three(3) categories of cars which are admitted to international competition under this definition; the categorisation of GTP cars must be made on the basis of a very precise continuous history which must be submitted to the FIA through MotorSport NZ:
- (a) Genuine, original examples of manufacturers' prototypes of intended future GT models (or manufacturers' development in period of one(1) of their models beyond the recognised existing GT specification), which raced internationally in the period, under FIA regulations, from 1947 to 1971 inclusive, to original specifications.
 - (b) Genuine, original examples of manufacturers' prototypes of intended future GT models (or manufacturers' development in period of one(1) of their models beyond the recognised existing GT specification) which raced internationally, **but under regulations different from FIA rules**, in the period from 1947 to 1971 inclusive, to original specifications.
 - (c) Competition Grand Touring (GTS) cars as defined in Section One Article 2.2(4), but which were built in less than 100 mechanically identical examples within the period from 1947 to 1971 inclusive. The period mechanical specification for each model must be documented and submitted for FIA approval.
- (6) **Sports Racing Car:** This term also includes Sports Prototype cars and means a car of which the primary function is competition, having space for two(2) seats, disposed one(1) on either side of the car's longitudinal axis and which was built in the period to conform to the requirements of the FIA Appendix K and Appendix J regulations. Two(2) seater racing cars must comply with Section One Article 6 and for pre-1977 vehicles, Schedule AA.
- (7) **Single-Seater Racing Car:** This means a car built for the sole purpose of racing and conforming to those internationally recognised regulations of the FIA or ASN which governed the category, formula and competitions in which it originally raced in its present configuration.
- Single-seater racing cars must comply with Section One, Article 6 and for pre-1977 vehicles Schedule AA.
- (8) **Thoroughbred Grand Prix Car:** This means a single seater racing car built to the appropriate Formula One regulations that took effect on 1st January 1966 and as in force in the year of the car's manufacture or participation in International competition.

In order to participate in races, a Thoroughbred Grand Prix car may:

- (a) Only be powered by a normally aspirated engine not exceeding 3000cc or a turbocharged engine not exceeding 1500cc, and
- (b) Have been entered and successfully scrutineered at an International Formula One event, for which period evidence exists, not later than 31st December 1985, or evidence must be produced that it was manufactured in the period by the Grand Prix Team concerned and used by it as a test car.

Cars with 3500cc normally aspirated, or gas turbine engines are acceptable for parades and demonstrations only.

All Thoroughbred Grand Prix Cars must comply with Section One, Article 7 hereafter.

(9)

- (a) **Historic Special:** This means a car built for racing events during a Period (A to E included) which has no competition history in an International Formula, but which has competed at a National level and has significant history in period at that level of competition. The car must comply with Schedule AA and may only be a single seater or two(2) seater (sports racing) car. The Historic and Classic Advisory Commission must verify the Certificate of Description before being issued.
- (b) **NZ Specials:** This means a car built for racing events between 1 January 1961 to 31 December 1977 which has a competition history in New Zealand during that period. The car must comply with Schedule AA and may only be a single seater or two(2) seater (sports racing) car.

The Historic and Classic Advisory Commission must verify the Certificate of Description before being issued.

- (10) **NZ Historic Racing Saloon:** This means a car built for competition in one of the following New Zealand series between 1 January 1950 and 31 December 1992;

Allcomers, OSCA, Bank of New South Wales, ANZ, GTX, Benson and Hedges or one of the Sanctioned Series of that period. The car must comply with the regulations that were applicable for the series it represents and the current Appendix Two Schedule A Driver and Vehicle Safety regulations.

3. **Determination of Classification and Eligibility:**

3.1 **Classification:** A car will be classified by the actual year of completion of manufacture of that vehicle. The acceptance of out of period cars by the issue of a Certificate of Description:

- (1) Production of the model having been continuous.
- (2) The model being now obsolete, and the specification being identical to those produced in the final eligible year.

Note: *The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.*

3.2 **Eligibility:**

- (1) The specifications used to determine the eligibility of a car must be based upon the general specification published by the manufacturer. Additional factors which may be taken into account in the determination of the date of manufacture of a car will include any technical documentation supplied by the manufacturer's registration number and/or documents relative to the vehicle information available from manufacturer or specialist club archives concerning chassis and engine numbers and other such information from sources which the Historic and Classic Advisory Commission approves.
- (2) Exceptions may be made for single-seater and two(2) seater racing cars if period evidence proves that alternative components to the manufacturer's specification were used in that particular car in an FIA-sanctioned International or New Zealand National event in the period. The individual car concerned will then be considered eligible in its approved modified specification only and will be re-classified if necessary.
- (3) Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of

Description or in the MotorSport NZ vehicle logbook notation. Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

4. Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars

4.1 Replacements and modifications: Except for what is otherwise explicitly authorised, any part damaged through wear or accident may only be replaced by a part which is identical in specification to (exactly the same as) the one for which it is substituted. No other modifications are permitted.

4.2 Electrical devices:

(1) Lighting (public road use): All lighting and signalling devices shall conform to the current Warrant of Fitness regulations as issued by the New Zealand Transport Agency (NZTA).

The fitting of additional headlights is permitted up to an inclusive total of six(6), not including parking lights.

Extra headlights may, if necessary, be fitted into the front part of the bodywork or into the radiator grille, but such openings as are needed in this case must be completely filled by the additional headlights.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs.

The fitting of reversing lights is authorised, if necessary by recessing into the coachwork, but provided they will only switch on whilst the reverse gear is engaged. They must conform to the Warrant of Fitness regulations.

(2) Ignition coil, condenser and distributor: Makes are free on condition that the number of plugs per cylinder, the ignition coil, condenser, distributor and spark plug types conform to the manufacturer's specification for the model concerned. The addition of an electronic system is not permitted.

(3) Battery and generator: The battery voltage of all electrical devices may be converted from six(6) to twelve(12) volts.

The type, make and capacity in ampere-hours of the battery and generator are free. A dynamo may not be changed for an alternator.

The original location of the battery may not be changed except to move it from the cockpit to another compartment for safety reasons.

If the battery is retained in the cockpit it must be securely fixed and have an insulated, leak proof cover.

The generator must generate output and be on load when the engine is running.

(4) Computer Systems: Computer systems, where originally installed by the manufacturer may be replaced with a unit that has the same functionality as the original unit as authorised in the relevant sections below.

4.3 Suspension Front and Rear:

(1) Shock absorbers: The make of shock absorbers is free but the number fitted and principle of operation may not be modified from the period specification (telescopic or lever type, hydraulic, gas-filled hydraulic or friction operated) and the operating systems must have been in use on

automobiles in the period.

- (2) **Supports:** The original supports may not be changed in any way.

4.4 **Wheels and Tyres:**

- (1) **Wheels:** Wheels must conform in specification to those provided by the manufacturer for the model concerned. They are defined by their diameter, the width of their rim and the offset. However, wheels of 400mm diameter may be replaced by wheels of 15inch diameter and rims less than 4inches wide may be replaced by rims up to 4inches wide, only for events where Dunlop racing tyres are required.
- (2) **Tyres:** Must comply with Section One Article 8.
- (3) The location of the spare wheel may not be altered but the method of attachment is free.

4.5 **Cockpit:** Seat brackets may be altered, and competition seats substituted.

4.6 **Engine and accessories:**

- (1) **Re-boring:** All engines may be re-bored to a maximum oversize of 1.5mm.
- (2) **Pistons and Camshafts:** Modifications to pistons are not permitted. Pistons may be replaced by other pistons supplied either by, the manufacturer, or by another source, on condition that they correspond to the period specification (shape, weight).
- (3) **Camshaft(s):** These must not be altered or replaced by other ones.
- (4) **Valves:** The valve length must not be modified.
- (5) **Balancing:** This is authorised but the lightening of each part to achieve balancing must be less than 5%.
- (6) **Air filter:** May be changed or removed.
- (7) **Carburettors:** Only the jets and chokes of the carburettor(s) may be changed, the make and type homologated and the manufacturer's specification must be retained.
- (8) **Crankshaft:** The crankshaft may be replaced by a component manufactured from an alternative ferrous material, provided that it is identical in design and in all of its dimensions to the original component. The original main bearing caps, or reproduction caps manufactured to the same pattern and from the same material as the originals, must be retained.
- (9) **Engine Control Units:** Engine control units, where fitted by the original manufacturer may be replaced with an aftermarket ECU that has the same functionality as the original.

4.7 **Cooling system:**

- (1) **Radiator:** Any radiator provided by the manufacturer for the model concerned is authorised but its attachment system must not be modified in any way and its position must not be changed. The addition of a radiator screen whether fixed or mobile, regardless of its system of control, is authorised. Heater radiators can be removed but their location cannot be changed. The location of water pipes is free.
- (2) **Fan:** Complete freedom regarding the number and the dimensions of the blades (or their complete removal) as well as the possibility of temporarily stopping their action by means of a clutch.

It is permitted to replace the original fan with an electrical one.

(3) **Thermostat:** The make and type of thermostat are free.

4.8 Springs of any kind: Springs may be replaced by other ones of unrestricted origin, but without modification of the number provided by the manufacturer and on condition that they are identical in specification (dimensions, materials and rate) to the period specification ones they replace. The number of coils/leaves is free. By the word “coil” is meant one(1) complete turn of a spiral, not a complete spring. Road springs however may be modified in dimension, on condition that they can be fitted, without any alteration, on the original supports.

4.9 Transmission/Gearbox and Final Drive: A maximum of two(2) sets of alternative gearbox ratios and final drive ratios, listed in the manufacturer’s specification in Group 1 or A/N for Series Production Touring Cars and in Group 3 for Standard Grand Touring Cars, may be used.

Gearboxes in which gear selection is made with dog clutches are not permitted.

The fitting of an overdrive system in addition to the existing gearbox is authorised if it conforms to the period specification.

4.10 Brakes: A pressure-limiting device between the front and rear brakes may only be fitted if it is included in the period specification. Flexible armoured casing may protect brake pipes. The replacement of worn linings is authorised and the material of the brake linings is free, only normal maintenance machining is allowed.

If servo-assistance was normally provided it must not be disconnected.

4.11 Wheelbase, track, ground clearance:

(1) **Wheelbase and Track:** Wheelbase and Track must be identical, at all times when measured during an event, to the homologated dimensions or, if the model was not homologated, to the manufacturer’s original specification.

(2) **Ground clearance:** All parts of the sprung mass of the car must have a minimum ground clearance of 100mm, such that a block of 800mm x 800mm x 100mm may be passed underneath the car from any side, at any time during an event.

4.12 Weight: At all times during an event, the vehicle weight must not be less than the FIA homologated minimum weight or, if the model was not homologated, the weight listed in the period specification.

4.13 Bumpers:

(1) Cars competing in international rallies must be fitted with bumpers to the period specification of the model unless either;

(a) The model was homologated in period without bumpers, or;

(b) The actual chassis concerned competed in events run to FIA regulations in the period without bumpers.

(2) For all other events, the supplementary regulations may require the removal of bumpers (including their supports) unless they constitute an integral part of the bodywork. But the minimum weight of the vehicle must still be respected.

4.14 Spare wheels: Spare wheels may be removed from cars on condition that the minimum homologated weight of the vehicle is respected at all times when checked.

4.15 Supplementary accessories not included in the homologation:

- (1) Supplementary accessories not included in the period specification or in the Homologation Form are authorised without restriction provided that they do not influence the behaviour of the car and do not affect, even indirectly, the performance of the engine, the steering, the transmission, the road holding or the braking. Such accessories are those concerning the aesthetics, the interior comfort (lighting, heating, radio etc.) and those enabling easier or safer driving of the car (speed-pilot, windscreen washer etc.).
- (2) The silhouette of the car, as defined in Section One Article 2.1(5), must not be modified.
- (3) The position of the steering wheel (whether right hand or left hand drive) is optional so long as the model was offered by a manufacturer in that specification.
- (4) The following is authorised:
 - (a) The horn may be changed or supplemented with an additional unit and modified for operation by the passenger.
 - (b) The windscreen may be replaced by one of the same material incorporating a heater-defroster device.
 - (c) The heater may be replaced by an alternative unit, listed in the manufacturer's catalogue.
 - (d) External coachwork embellishments may be removed (with the exception of the radiator grill and those surrounding the headlights) provided that no exposed sharp edges result.
 - (e) The original speedometer may be replaced by an alternative provided that the replacement fits exactly into the same housing. Supplementary instruments are allowed.
 - (f) An electric water thermometer may be replaced by one of capillary type and a standard manometer replaced by a more accurate one.
 - (g) The jacking points may be strengthened, their location may be changed or extra ones added.
 - (h) Bumper over riders may be removed but bumpers must be in position (unless removed in accordance with Section One Article 4.13).
 - (i) The glove box and door pockets may only be modified so as to enlarge them.
 - (j) When the regulations of an event allow the fitting of an under shield, the brake and fuel lines may be protected.
 - (k) The location and appearance of registration number plates are free, only within the legal requirements of the car's country of ownership.
 - (l) An alternative steering wheel may be fitted.
 - (m) Extra relays and switches may be added to the electrical circuit and battery cables may be lengthened.

- (n) All electrical switches may be freely changed with regard to their purpose, location and, in the case of extra accessories, their number.
- (o) Wheel embellishers may be removed and wheels balanced.
- (p) Nuts and bolts may be exchanged and/or locked with pins or wire.
- (q) Headlight covers may be fitted provided that they do not influence the aerodynamics of the car.
- (r) The handbrake may be modified for instantaneous release (“fly off” action).
- (s) Any demountable hardtop from the period of the class, as supplied either by the vehicle manufacturer or by an outside supplier.

5. **Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars:**

5.1 Replacements and modifications: Except for what is explicitly authorised in Section One Article 4 of this Schedule no other modifications or replacements are permitted.

5.2 Chassis: Must follow the original design and dimensions but may employ local stiffening.

5.3 **Suspension Front and Rear:**

- (1) **Anti-roll bar:** The fitting of an anti-roll bar is authorised, on condition that it does not constitute an additional wheel location device. The anti-roll bar must not be adjustable and must be of one(1) piece construction from a solid bar. Rose joints may be used provided this does not affect the geometry of the suspension.
- (2) **Shock absorbers:** Adjustable shock absorbers of the same type as the period specification ones are permitted.
- (3) **Adjustable spring platforms and ride height adjusters:** These are forbidden unless a period specification for that model allows such equipment in which case the same means of adjustment shall be used.
- (4) **Suspension bracing/reinforcement bars or struts and anti-tramp bars:** These are forbidden unless a period specification for that model allows such equipment.

5.4 Springs of any kind: Springs may be replaced by other ones of unrestricted origin, but without modification of the number in the period specification, on condition that they can be fitted without any alteration of the original supports. The number of coils/leaves is free but road springs must be constant rate unless variable rate springs were the period specification. By the word “coil” is meant one(1) complete turn of a spiral, not a complete spring.

5.5 Generator and ignition: The replacement of the dynamo with an alternator to a specification available in the period, of equivalent or greater output is permitted but the system and method of driving the generator must be unchanged. Toothed pulleys are not permitted.

Spark plugs of smaller diameter than the standard specification may be used with appropriate adaptors, if period evidence of their use exists.

5.6 **Engine:**

- (1) **Reboring:** The maximum reboring tolerance is 1.5mm.

- (2) **Cylinder head and block:** The compression ratio may be modified by machining the block or cylinder head and/or by omitting the gasket or using a gasket of different thickness.
- (3) **Pistons and Camshaft(s):** Pistons, camshafts and valve springs may be altered or alternative pistons, camshafts and valve springs of different specification or manufacture may be used, provided that the number employed does not exceed that of the homologated engine.
- (4) **Balancing:** Balancing of all mechanical parts, as well as machining and polishing, is authorised, but the adding of material is not permitted.
- (5) **Crankshaft:** The crankshaft may be replaced by a component manufactured from an alternative ferrous material, provided that it is identical in design and in all of its dimensions to the original component. The original main bearing caps, or reproduction caps manufactured to the same pattern and from the same material as the originals, must be retained.

5.7 Oil system: An oil filter and/or oil cooler, for engine oil only, may be added when the period specification has none, or an existing one may be altered. Oil coolers must be contained within the periphery of the bodywork as viewed from above.

Fixed or mobile sump baffles and gates are permitted.

5.8 Exhaust system: The exhaust manifold must remain identical to the original but the silencer and exhaust pipe are free.

The resultant noise level must remain within the limits specified in Appendix Two Schedule A of this Manual.

The orifices of the exhaust pipes shall be placed at not more than 45cm but not less than 10cm from the ground. The exit of the exhaust pipe must be situated within the perimeter of the car and less than 10cm from this perimeter, and aft of the vertical plane passing through the centre of the wheelbase; the exit may be outside the perimeter only if a period specification for the model.

Moreover, adequate protection must be provided in order to prevent heated pipes from causing burns.

The exhaust system must not be a provisional one. Exhaust gas may exit only at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

5.9 Fuel System: Electrical fuel pump(s) may be substituted for a mechanical unit(s) and vice-versa and the number and/or location may be changed.

ECU systems, where originally installed by the manufacturer may be replaced with an aftermarket unit that has the same functionality as the original.

Any fuel tank may be used provided that it complies with Schedule A, or Schedule AA for pre-1978 vehicles and does not exceed the originally homologated or specified capacity, and is in the original location or in the boot. The location of fuel pipes is free.

5.10 Carburettor: Carburettors may be replaced with carburettors of a size different from that specified on the homologation form for the model concerned if:

- (1) The make and all details of design and operational principles remain identical to those of the carburettor(s) in the period specification for the model concerned (number of chokes, jets, throttles, pumps, etc.) and,

- (2) The carburettor(s) can be fitted directly on to the inlet manifold using the original attachment bolts or studs and holes and without any intermediary piece.

5.11 **Transmission:**

- (1) **Gearbox:** Only a gearbox (manual or automatic) and the ratios therein which are in the period specification may be used. Helical-cut pinions may be replaced with straight-cut ones.
- (2) **Final Drive:** Only the ratios, which are in the period specification, may be used.
- (3) **Differential:** A limited slip differential of a type conforming to a period specification for that model may be used.
- (4) Electronic Stability Control systems, where originally installed by the Manufacturer may be removed or replaced with an aftermarket system that has the same functionality as the original.

5.12 **Wheels and Tyres:**

- (1) **Wheels:** Must be of a type homologated or to a specification available in the period.

The wheels may be reinforced, which may entail a modification of the attachment system provided such an attachment system was used in period for that model.

Competition Touring Cars and Competition Sports and Grand Touring Cars of periods L and M may be equipped with “Minilite”-style alloy wheels to the original wheel dimensions, on condition that no alternative period specification lightweight wheel is available.

The maximum allowed track widths must be respected.

- (2) Tyres: Must comply with Section One Article 8

5.13 **Brakes:** The braking system must be entirely to period specification, with the exception of the following:

- (1) The braking system may be converted to dual circuit operation using a single master cylinder providing simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.
- (2) A servo-assisted system may be fitted or disconnected.
- (3) Pressure limiting devices must not be fitted to the hydraulic braking system unless a period specification.
- (4) Any device allowing the balancing of braking effort between front and rear wheels must not be operable by the driver whilst seated in the driving seat.
- (5) Brake discs must not be modified.
- (6) The friction material and method of attachment are free but the dimensions of the frictional surfaces must remain as shown on the homologation form.
- (7) ABS systems where originally fitted by the Manufacturer may be removed or replaced with an aftermarket system that has the same functionality as the original.

5.14 **Cockpit:**

- (1) Windscreens must be of laminated glass unless a waiver for the use of an alternative material has been obtained for the specific car.

- (2) Rear windows, door windows and quarter lights must be of safety glass or a rigid transparent material at least five(5)mm thick (FAA type material, e.g. Lexan is recommended).
- (3) Vertically opening side-windows may be replaced by horizontally sliding ones, but the original opening mechanism must be retained.
- (4) Front seats may be changed; passenger seats and squabs may be removed.
- (5) Floor and roof trim may be removed, door trim may be replaced.
- (6) Controls and their functions must remain those of the manufacturer's specification but it is permissible to modify them to make them easier to use within the limits of lowering the steering column, lengthening the hand brake, re-locating it within the cockpit, converting it to a "fly off" action and modifying pedal lengths and position.

5.15 Under shield: The addition of a protective device for the underside of the car is permitted if such a device is shown on the original Homologation Form or is authorised in the Standing or Supplementary Regulations of the Event.

5.16 Aerodynamic Aids: Are not permitted.

5.17 Ballast: The weight of the car may be made up with ballast, provided that it consists of strong, unitary blocks, fixed by means of tools to the floor of the cockpit, visible and sealed by the scrutineers. A spare wheel securely fixed may be used as ballast.

5.18 Bodywork: For Competition Grand Touring cars only, it is permitted to include the bodywork modifications carried out in the period, within the limits of the international rules for Grand Touring cars in force at the time, as stated in Section One Article 2.2(4).

Therefore, for the establishment of the "period specification" with regard to GTS cars' bodywork only, Section One Article 2.1(2)(a) will not exclude the application of Section One Article 2.1(2), (b) (c) (d), on condition that the bodywork is in conformity with a COMPLETE configuration used on the model concerned, in an international competition run to FIA regulations in the period.

If modifications to the homologated bodywork have been made, this must be declared in the car's history on the Certificate of Description, with the date, description and justification of the modifications.

Retractable headlights must be as original, with the full mechanism in place.

6. Technical Regulations for Single-Seater and Two-Seater Racing Cars (Including GTP Cars, Sports Cars, Sports Prototype Cars and NZ Specials):

6.1 General:

- (1) An individual car (chassis/body) must not be converted with a different engine into a car of a different category or class from that in which it competed in period (except as allowed in Section One Article 3).
- (2) Replacement parts for, and modifications to, these cars are limited to period specification except where required by Schedule AA, or listed below.

6.2 Chassis: Must follow the original design and dimensions but may employ local stiffening. New stressed members must not be added unless this was a period specification.

The points to which suspension elements are attached to the chassis frame must not differ in

dimension or position from the period specification.

6.3 Suspension Front and Rear:

- (1) The system of suspension (spring type and location of wheels or axles) must not be altered nor must any additional location or springing medium be added unless this was a period specification.
- (2) Anti-roll bars and telescopic shock absorbers are only permitted if included in the period specification. Anti-roll bars must be made from a solid bar for cars up to Period D inclusive; Cars of Period E, F and G may use tubular anti-roll bars if proven to be a period specification for the model.
- (3) Aluminium bodied and/or gas filled telescopic dampers may only be fitted to cars in Periods E, F, G and H, or to cars whose period specification allows them.
- (4) Adjustable spring platforms may be used on all cars of which the period specification included concentric coil spring/shock absorber units. By the word "coil" is meant one(1) complete turn of a spiral, **not** a complete spring.
- (5) On Period C, D, E, F, G, H, R and T cars suspension joints may be replaced by non-original parts provided that this does not result in a change in the dimensions.
- (6) Rose joints may only be used if a period specification. Rose joints may be used on anti-roll bars on Period D and R cars providing that the geometry of the suspension is not affected.
- (7) Beam and live axles should be of original design but any substitution must use the same mounting points and shock absorbers and follow the original shape.

6.4 Engine:

- (1) The bore of the engine must not be increased by more than 5% for cars of Periods A and B, or by more than 1.2mm for cars of Period C and onwards, compared to the period specification and providing that the resultant capacity does not exceed the original capacity class of the period.

The stroke may not be altered from a dimension shown in a period specification.

- (2) Crankshafts, connecting rods, pistons and bearings may be of larger dimensions than the period specification, within the limits of the crankcase. They must be made from the same material type. The method of construction is free.
- (3) Neither the number of valve ports, nor the valve length, may exceed the manufacturer's specification unless period evidence of their use is provided.
- (4) Cylinder head conversions may be used if period evidence of their use is provided.

6.5 Ignition:

- (1) Electronic ignition may only be used if a period specification and only on Period D, E, F, G, H, R and T cars.
- (2) For cars in Period D only, electronic ignition systems may be used, provided they utilise contact breaker points or are magnetically coupled, and use a distributor and rotor arm to switch the high tension current.

- (3) For cars in Periods E, F, G, H, R and T electronic ignition systems are free, if included in the period specification. An electronic rev limiter may be used.

6.6 Fuel and fuel Systems:

- (1) Single Seaters may use alcohol-based fuels so long as documented evidence of FIA sanction and period usage is provided. Cars must also comply with the requirements of Appendix Six, Schedule AA, Article 3.9.

- (2) Mechanical fuel pumps may be replaced by electrical pumps, or vice-versa.

- (3) Carburettors, which are identical to a factory option for the model, are permitted.

Alternative carburettors from the same or an earlier period may be used, but only if the alternative components are of the same number and general type and principle of operation as those originally fitted.

- (4) Cars with fuel injection may be converted to carburettors of the same period, or carburettors to fuel injection.

6.7 Lubrication: It is permitted to change the system of engine lubrication (for example from wet sump to dry sump), if a period specification and subject to this being allowed for the Category of the car (not allowed for F.Junior pre-1961).

The number and type of oil pumps used and the length of oil piping must conform to the period specification.

Engine oil coolers may be fitted but must be positioned so as not to change the silhouette.

6.8 Gearbox: Automatic transmissions, overdrives and additional forward speeds are not accepted, unless they were a period specification.

The fitting of Cotal electric, Wilson epicyclic, or four(4) speed gearboxes to a car in Period A not so equipped originally, will be sufficient reason for classifying the car as Period B for FIA events.

Gearboxes manufactured in the period of Period C must not be fitted to cars manufactured in earlier periods.

When an alternative gearbox is fitted, only a gearbox of the same or an earlier period will be permitted. Rear-engined cars in Period D, E, F, G and H may utilise the Hewland Mk8 gearbox provided that the replacement gearbox has the same number of forward speeds.

6.9 Final Drive: Limited slip differentials may only be fitted if a period specification. Cars so fitted up to and including Period F may only use Salisbury friction or ZF cam type limited slip devices. Limited slip differentials may not be used on cars of F.Junior 1958-63 or F3 1964-70.

6.10 Brakes: Brake components must be entirely to period specification except for the following:

- (1) Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.
- (2) Disc brakes (similarly ventilated discs and four(4) pot callipers) are only permitted if a period specification.
- (3) Hydraulic braking systems may be converted to dual circuit operation, which provides simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.

(4) The installation of an air box around disc brakes for cooling purposes is permitted.

(5) Hydraulic fluid lines may be replaced with “Aeroquip” type piping.

6.11 Steering: An alternative steering wheel of different diameter and style may be fitted.

6.12 Wheels and Tyres:

(1) Wheels:

(a) Periods A, B and C inclusive: the minimum diameter permitted is 15inches unless it can be proven that a smaller size was used in the period. Maximum rim width must be according to the period specification. If no period specification exists, then MotorSport NZ will specify the dimension.

Split-rim wheels are forbidden unless proven to be a specification available in the period.

(b) Periods E, F, G, H, R and T rim widths are free subject to the original regulations of the Category. In Periods E, F and H, wheels with rim widths narrower than period specification may be used.

The maximum rim width permitted in Formula Junior is 5inches (127mm) for Period C cars and 6.5inches (165mm) for Period D cars.

(2) Tyres: Must comply with Section One Article 8.

6.13 Body: The car must retain its original silhouette of the period in which it originally competed and show no additional air ducts, scoops or blisters. The addition of a rollover bar is not considered to be a change to the silhouette.

Replacement body panels must faithfully follow the original design constructed in the period for that original chassis.

Replacement panels must be made of the original material type. However, for Periods A and B, a period style body made of the original material type is permitted providing that the chassis dimensions (wheelbase, track and chassis members) conform to those of an accredited model of the period, and that MotorSport NZ informs the FIA in each case, with photographs showing both side views, front view, rear view and interior.

6.14 Aerodynamic Aids: May only be fitted to cars in Period E onwards and only if a period specification.

Dimensions may be reduced to current standards for safety reasons, particularly if the originals are now illegal.

Cars originally fitted with aerodynamic aids may compete without them.

6.15 Electrical system: Alternators may only be fitted if a period specification.

The voltage of the battery and of all electrical devices may be converted from six(6) to twelve(12) volts. The type, make and capacity in ampere-hours of the battery is free. The original location of the battery may be changed. If the battery is retained in the cockpit it must be securely fixed and have an insulated, leak proof cover.

6.16 Wheelbase, track, ground clearance:

(1) The wheelbase may not vary by more than 1.1% (maximum 25.4mm) from the period specification.

- (2) For vehicles of Periods A, B, C and D, all parts of the sprung mass of the car must have a minimum ground clearance of 60mm such that a block of 800mm x 800mm x 60mm may be inserted beneath the car from any side. The ground clearance will be measured without the driver and, if necessary, with empty fuel tanks, but with the wheels and tyres to be used in the competition fitted.
- (3) For all cars of Period E and onwards, the period specification must be respected.
- (4) The track must not vary from the period specification.

6.17 Weight: The minimum weight for a car must conform to the original regulations for the car's category.

Note: *For GTP-A and GTP-B cars, the FIA minimum limits will apply.*

7. Technical Regulations for Thoroughbred Grand Prix Cars:

7.1 Chassis: The chassis must conform to the design and construction of the original. Additional material may be added to repair composite chassis, but professional inspection techniques must be employed for any such chassis and certification of such inspections must be affixed to the FIA Historic Vehicle Identity Form. No other alteration may be made to the chassis, and all safety requirements for the period of the car's participation in international competitions (hereafter: "international life") must be present.

7.2 Front and rear suspension: The suspension must conform to a manufacturer's specification or a system for which period evidence exists.

Springs must be of constant rate unless period evidence is produced to show the use of variable rate springs.

Cars originally fitted with active suspension systems may be converted back to a non-active system used in period on that model.

7.3 Engine: The engine fitted must be of the same make and model and type fitted conforming to a manufacturer's specification or for which period evidence exists. The engine categories are as follows:

- (1) Normally aspirated engines not exceeding 3000cc.
- (2) Post 1985 Turbocharged engines not exceeding 1500cc (FOR PARADES AND DEMONSTRATIONS ONLY).
- (3) Normally aspirated engines not exceeding 3500cc (FOR PARADES AND DEMONSTRATIONS ONLY).
- (4) Gas turbine engines (FOR PARADES AND DEMONSTRATIONS ONLY).

Engines, which were less than the upper capacity limit in period, may not be enlarged beyond the swept volume employed during the car's international life.

Cars originally fitted with DFV engines may utilise DFV-derived engines built to current F3000 specifications and output. These engines must be restricted to a maximum of 9000rpm and details of the change must be entered on the FIA Historic Vehicle Identity Form.

The FIA Historic Vehicle Identity Form for the cars in (2) (3) (4) above must be endorsed on the front page: FOR PARADES AND DEMONSTRATIONS ONLY.

- 7.4 Ignition:** The ignition system must be of a type used during the car's international life. Cars using management systems may use re-programmed EPROM's.

Cars originally fitted with DFV engines may be fitted with later electronic engine management systems but, if so, must be fitted with an electronic device limiting the engine to 9000rpm maximum. Details of this must be entered in the car's FIA Historic Vehicle Identity Form.

An electronic rev limiting device may be fitted to any car.

- 7.5 Lubrication:** The position of oil coolers may be changed but must not alter the silhouette of the car. A catch tank of 3000cc capacity must be fitted.

- 7.6 Fuel System:** Fuel tanks must comply with the safety standards specified in FIA Appendix J of their period of construction.

Fuel tanks may be upgraded to the safety standards specified in FIA Appendix J, Article 253.14.

Carburettors may be substituted for fuel injection.

Cars originally fitted with DFV engines, which are updated to electronic fuel injection, and engine management systems (see Section One Article 7.4 above) must be fitted with an electronic device limiting the engine to 9000rpm. Details of this must be entered in the car's FIA Historic Vehicle Identity Form.

- 7.7 Gearbox:** Cars originally fitted with semi-automatic transmissions may be converted to a manual gearbox of a type fitted to a car of the same model.

- 7.8 Final Drive:** The final drive must conform to a manufacturer's specification or be of a type for which period evidence exists.

- 7.9 Brakes:** Only cars which are used for Parades and Demonstrations may use carbon-carbon brakes. Cars originally fitted with carbon-carbon brakes may be converted to iron/steel discs with contemporary callipers and conventional pads.

- 7.10 Wheels:** Wheels must be of the original diameter used during the car's international life. Rim widths must not be increased but may be decreased in order to accommodate available tyres. It is recommended that wheels are crack-tested regularly.

- 7.11 Tyres:** Must comply with Section One Article 8.2.

- 7.12 Body:** The car's bodywork must be of a design used on that car during its active international life.

The bodywork may display livery used on the car during its active international life.

Fire extinguisher systems of a type used during the car's international life must be fitted and be operable.

Fire extinguisher systems may be supplemented to the standards of FIA Appendix J, Article 253.7.

- 7.13 Aerodynamic Aids:** Aerodynamic devices may only be fitted to the car if the car used such devices during its international life.

The devices used must conform in design, positioning and dimensions to those used during the car's international life. No aerodynamic device, which was fitted to unsprung parts of the car and/or was

adjustable from the cockpit, is permitted. Cars that originally ran with aerodynamic devices may be run without.

Cars built using ground effects principles must have any sliding skirts removed or immobilised in a position such that they cannot make contact with the ground at any time.

Any device fitted to the car to lower its ground clearance whilst in motion must be disabled.

7.14 Lighting: A rearward facing red light conforming to FIA Appendix K, appendix X, Article 17 must be fitted.

7.15 Wheelbase, Track and Weight Dimensions: The wheelbase must not vary by more than 1.1% (maximum 25.4mm) from a dimension for which period evidence exists. The track must not be superior to a dimension for which period evidence exists.

The weight of the car, when weighed without fuel but with oil, shall not be less than the minimum weight specified for the car in the Technical Regulations for the FIA Formula One World Championship for the year in which the car originally competed. All suspended parts of the car shall clear a block 40mm in height.

8. Tyres:

8.1 General: Tyre compound and construction must respect the specifications that were applicable to the period the vehicle represents. Chassis and suspension componentry were designed to accept the loads and forces induced by the tyres of any given period. To install a tyre of improved technology could impose loadings that exceed the chassis and suspension design parameters.

Tyre sizes are free as long as the other relevant regulations, (rims, mudguards), are respected.

8.2 Race tyre for circuit racing and speed events:

Important Notice: MotorSport NZ will consider applications for tyres not already included in this Article upon receipt of full compound, tread pattern and construction specifications along with a statement from the tyre manufacturer (or importer) that the tyre presented for consideration does not exceed the specifications of the tyres already approved.

- **CARS IN PERIOD A, B and C** – must use Dunlop Vintage or “L” Section racing tyres which have 204 compound only and tread pattern CR65 or earlier.
- **CARS IN PERIODS D, F, L, M and N** – may use racing tyres from the Dunlop Vintage “L” and “M” Section and post Historic Ranges in 204 compound, or Goodyear “Blue Streak” racing tyres.
- **CARS IN PERIOD E and G** – shall use Avon, Goodyear or Hoosier slick tyres as detailed in Article 6.12(1)(a) for A and B period cars. Cars built prior to 31 December 1971 may use tyres from the Dunlop Post Historic Range. Wet weather tyres are free.
- **CARS IN PERIOD H** – Formula Ford’s must use Dunlop CR82, Fronts – 135/545-13, rears – 165/580-13, alternatively cars may use Dunlop “M” Section tyres.

Formula Vee’s must use a road tyre (*refer Section One Article 8.3 of this Schedule*).

8.3 Road Tyres: All cars may, as an alternative to using period racing tyres, use tyres suitable for legal road use. (i.e. DOT approved road tyres having 2mm minimum tread depth across 75% of the width of the tyre and around the entire circumference of the tyre. Aspect ratio is restricted to 60% minimum. (The tread pattern should be in keeping with the period the vehicle represents.)

Any road tyre used in a race or speed event must have a speed rating compatible to the capability of the car.

- 8.4 Tyre Compatibility:** It is the competitor's responsibility to ensure that any tyre fitted is compatible with the rim section of the wheel and does not exceed the original design loadings for suspension or chassis.

Notes:

1. *This is particularly important when modern tyres or tyres of a larger size, are to be used.*
2. *In all cases of doubt the tyre manufacturer should be consulted.*

Section Two – Crack-testing and repairs to Composite Parts

A. Non-Destructive Testing for Structural Integrity in Thoroughbred Grand Prix Cars:

1. The following items of a Thoroughbred Grand Prix Car must be checked for structural integrity by a non-destructive test:
 - (1) Road wheels constructed from or containing magnesium parts.
 - (2) Road wheels constructed from **cast** aluminium (NB spun or machined aluminium parts or components are exempted).
 - (3) Suspension wishbones, rockers and push/pull rods.
 - (4) Steering arms.
 - (5) Wheel hubs.
 - (6) Suspension uprights, whether cast or fabricated.
2. All of the above components must be tested using a method of crack detection appropriate to the material and type of construction of the component in question. Each component must be identified by having the type and chassis number of the corresponding vehicle indelibly etched or marked on it: chassis no/part identification/part no. The following method of identifying the components must be used.

Wishbone	left front	= WLF
Rocker arm	left front	= RLF
Wishbone	right front	= WRF
Rocker arm	right front	= RRF
Wishbone	left rear	= WLR
Rocker arm	left rear	= RLR
Wishbone	right rear	= WRR
Rocker arm (specify upper or lower)	right rear	= RRR
Push/pull rod	left front	= PLF
Upright	left front	= ULF
Push/pull rod	right front	= PRF
Upright	right front	= URF
Push/pull rod	left rear	= PLR
Upright	left rear	= ULR
Push/pull rod	right rear	= PRR
Upright	right rear	= URR
Hub	left front	= HLF
Hub	right front	= HRF
Hub	left rear	= HLR
Hub	right rear	= HRR
Steering arm	left	= SAL
Steering arm	right	= SAR
Wheel	front	= WHF
Wheel	rear	= WHR

3. The company or establishment responsible for verifying the structural integrity of components must furnish the vehicle owner with a certificate or letter on official headed notepaper (photocopies are not acceptable) certifying that they have tested the components listed upon the certificate. The parts fitted on the vehicle must at all times correspond to those listed on the certificate. The certificate or letter should bear the name and signature of the inspector and the date upon which the inspection was carried out. Spare components intended for use on the vehicle must also be inspected accordingly and should be detailed on the certificate.
4. The certificate will be valid for a period of two(2) years from the date of testing.

5. **New components:** components declared and certified as new by the manufacturer will be exempted from testing for a period of two(2) years from the stated date of manufacture except in the case of magnesium road wheels which will be exempt for a period of three(3) years from the date of manufacture.
6. The test certificate/manufacturer's declaration must be appended to the Historic Vehicle Identity Form.
7. It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above.
8. The tests must be carried out according to the following standards:
 - BSI, DIN, ISO, ASTM
 - Penetration Flaw Detection
 - BS 6443 and BSM 39, DIN 54152-1, ISO 3452
 - Magnetic Particle Flaw Detection
 - BSM 34, ASTM 709
 - X-Ray Flaw Detection
 - BS 6072 and BSM 35, DIN 54111-1, DIN 54111-2, ISO 5579.

B. Detecting Damage and Subsequent Repair of Composite Structures:

1. Any repairs to the survival cell or nose box must be carried out in accordance with the manufacturer's specifications, in a repair facility approved by the manufacturer. If this is not possible, all repairs must be carried out in accordance with the following in a facility approved by the FIA.

There are four(4) types of damage that can be effectively repaired:

- (1) Indentation causing deformation to both skins. Repairs can generally be economically considered up to 250cm² of any one(1) area.
- (2) Penetration through the outer skin causing deformation of inner core. Repairs can generally be economically considered up to 20% of the total area of the monocoque.
- (3) Areas of delamination. Repairs can generally be economically considered up to 20% of the total area of the monocoque.
- (4) Penetration through the entire sandwich structure. Repairs can be satisfactorily carried out up to 125cm² of any one(1) damaged area.

2. Testing composite structures:

- (1) In the absence of ultra-sonic testing equipment a simple coin test will suffice.
- (2) Check for delamination around periphery of the damaged area by tapping skin with a small metallic object such as a small coin.

Note: *There is a hollow sound from a delaminated area compared to a ringing-solid sound from non-damaged area.*

3. Repair procedures:

- (1) Examine the damaged area.

- (2) Remove the damaged skin by making a hole, as circular as possible without cutting away an excessive amount of sound material, and cut out the damaged honeycomb core down to the other skin. If both skins are damaged, select the one with the largest area of damage.
- (3) Sand out a circular or oval dish-shaped area of face laminate, with a uniform taper around the damaged or removed area, to approximately 10cm from the edge of the area.
- (4) Wash out any dirt or sanding dust with acetone or similar.
- (5) Trim the honeycomb and make a plug which will fit into the prepared cavity. Place adhesive film or resin mixture on sound skin at base of cavity and a foaming paste around its periphery. Take the plug and insert it into the cavity pressing hard enough to squeeze resin into the honeycomb core.
- (6) Cut replacement plies to the shape of the area making each bigger than the previous one until the final ply is approximately 10cm bigger around the circumference of the repair area.
- (7) Place release film and bleed cloth over the new laminate and put tacky tape around the repaired area, cover with a vacuum membrane and evacuate. Maintain a minimum of 500mm of mercury vacuum during the cure cycle.

4. Cure Cycle:

- (1) The cure cycle is based on which materials are being used.
- (2) Successful repairs can be carried out cold if the repair is not greater than 50cm² in any one(1) area. Hot cures can be placed in an oven or can be carried out using a heat patch.
- (3) The procedures described can also be used in a suspension mounting area.
- (4) If only delamination has occurred, a number of three(3) mm diameter holes can be drilled around the delaminated area and then one injected with a two part cold set epoxy resin adhesive until the adhesive is evident in all holes. The holes must then be covered with release tape for the duration of the cure.

APPENDIX SIX

PART FIVE - SCHEDULE T&C

Last updated: 5 November 2021

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Amendment Number	Date Published	Date Implemented	Article Number
36040	5 November 2021	5 November 2021	Article 4 – Crew Article 6 – Conduct of the Meeting
36024	17 November 2020	17 November 2020	Article 3 – Group 1, Group 2, Group 3, Group 4

Modified Classic Racing Cars

Objectives

Article 1 Identity Classification

Article 2 Interpretations and Definitions

Article 3 Group 1 – Sports and GT Cars up to 31 December 1977. and,
Group 2 – Production Saloon Cars up to 31 December 1977:
Group 3 – Sports and GT Cars Post 31 December 1977 and over twenty(20) years old
Group 4 – Production Saloon Cars Post 31 December 1977 and over twenty(20) years old

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Thoroughbred & Classic Car Regulations

These rules apply to all saloons, sports and GT with a minimum production run of one hundred(100) identical units and covers cars over twenty(20) years old and not covered by Appendix Six Schedule K or FIA Appendix K.

Objectives: This Schedule is designed to provide a set of regulations for the use of period production based Sports, Grand Touring, and Saloon Cars in sporting competition while maintaining the philosophy of the Historic and Classic movement.

Where appropriate, the regulations have been formulated to preserve period specifications by preventing the application of technology that was unavailable for the period depicted.

These regulations define the ONLY ALLOWABLE changes in each vehicle raced, which differ from the standard model variant the vehicle represents.

1. Identity Classification:

1.1 Refer to Part Three of this Appendix for details on the Certificate of Description and for details on vehicle classification.

Note: *The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.*

1.2 The date assigned to a vehicle by a COD or from corroborated information supplied by the competitor, representing the vehicle's owner, will be the actual year of commencement of manufacture of that model.

1.3 Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of Description.

Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

2. Interpretations and Definitions: In addition to the interpretations detailed in the National Sporting Code Article 2 and in Section One Article 2.1 of Schedule K, the following apply to this schedule;

Note: *These definitions are to be read in conjunction with these rules.*

"Appearance suitable" means appropriate to or available in the period or era that the car depicts, and

"Era" means the years (period) during which a vehicle model and/or its components were used actively in motorsport competition, and

"Exterior Trim" means all ornamentation, often chrome or contrasting colour, which may include bumpers, over-riders, grills, light surrounds, strips and badges as standard fitment, and

"Grand Touring" or **"GT"** means a performance derived two(2) door closed vehicle with two(2) seats or 2+2 seating, and

"Homologation" is the term given to the official certification made by the FIA that a specified minimum number of a specific model and associated homologated parts have been made on series production terms, and

"Interior Trim" includes, but not limited to, the door and panel trims, parcel shelf, rear seat, dash, upholstery, knobs and ceiling trim, but excludes flooring vinyl, carpets, and original

fitment front seats. Floor coverings and ceiling trim, are non-critical items, and

“Make” means the part(s) produced within that manufacturer’s model range during the production life of that model or model variant. A change in model is determined by a change in model number/classification instigated by the manufacturer, and

“Model” means the vehicles and components thereof produced within a single model number or classification within the manufacturers model range, and

“Period” means the era (years) during which a vehicle model and/or its components were first used actively in Motorsport Competition, and

“Period Variations” means variations carried out on that vehicle model, that were variations available in the era during which a vehicle model and/or its components were first used actively in motorsport competition, and

“Saloon” means a two(2) or four(4) door vehicle not falling into either the Sports or GT categories including the convertible variations of same, and

“Sports Car” means a two(2) seat open vehicle and the fixed head variations of the same, and

“Standard” means a vehicle identifiable as belonging to a production series, with a minimum model run of 100 identical units, distinguishable by external general lines of the bodywork and identical mechanical construction of the engine, transmission and suspension to the wheels, and

“Standard Material Type” means of the same construction and composition as available on the standard model, and

Note: *An application can be made to the Historic Advisory Commission via it’s Chairperson, when the applicant deems that a particular part of interior or exterior trim is no longer available, or viable to be used in competition. The Commission will review the application and accompanying proof of reason and will determine if derogation is granted. This will then be noted in the vehicle’s COD. Note that the vehicle must have a COD (Certificate of Description).*

- (1) All other modifications are strictly prohibited except as specified elsewhere in this Schedule.
- (2) All other modifications (including period, homologated) are strictly prohibited except as specified elsewhere in this Schedule.

3.0	Group 1: Sports and GT Cars up to 31 December 1977	Group 2: Production Saloon Cars up to 31 December 1977	Group 3: Sports and GT Cars Post 31 December 1977 and over twenty(20) year s old	Group 4: Production Saloon Cars Post 31 December 1977 and over twenty(20) years old
Important Notes:	The following regulations have been formulated to preserve period specifications by preventing the application of technology that is inappropriate for the period depicted. (Refer <u>Article 2</u> . Interpretations and Definitions). The objectives stated at the start of this Schedule should be considered in relation with all of the following Articles. Note: Each Article is numbered on the left side of the table. Regulations pertaining to specific Groups can be found by reading across the page below the Group heading.			
3.1 Eligibility	(1) A vehicle may be modified to utilize the period variations within the manufacturer's model body shell. Minor alterations to facilitate fitment of safety items is allowed. The boot floor may be replaced with a rigid material (from period) and modified, to allow fitment of a fuel cell.			
	(3) The onus of providing proof of eligibility remains the responsibility of the competitor. Note: It is the responsibility of the competitor to be able to show conclusively that the vehicle contains only specifications of its original build and modifications that pertain to that particular model in the manufacturer's range.		(3) The onus of providing proof of eligibility remains the responsibility of the competitor.	
	(4) Scrutineering audits: These will be conducted to the requirements of Appendix Six <u>Schedule AA</u> or Appendix Two <u>Schedule A</u> where appropriate and accompanied by a valid COD.			
3.2 Exterior	The vehicle shall be smartly maintained and have all exterior trim in place. It must retain bumpers if originally fitted. All panels, bumpers, mouldings, spoilers etc. must be made of the original materials as per the STANDARD series Production vehicle. eg; steel panels must be retained if originally fitted. Period modifications are permissible. (1) Only rear wings (aerofoil) which were available for the car in period may be fitted. These must be made of materials from that period. ie; no Kevlar. (2) Any/all modifications must be in period (<i>refer definitions</i>).			
3.3 Interior	(1) Floor coverings and ceiling trim may be removed. (2) Front seats may be replaced with recognised competition seats. (3) Seatbelts must comply with Appendix Two <u>Schedule A</u> or Appendix Six <u>Schedule AA</u> as appropriate for competition. (4) Solid wood-rimmed steering wheels are prohibited, even when they are original fitment. The steering wheel may be replaced with a sports or competition wheel.			
	(5) Any non-visible devices such as heater and fan may be removed or substituted.		No modification from standard permissible Note: refer to " <u>Interior Trim</u> " above.	
	(6) Interior/Door panels must be retained. ie; no open and uncovered door frame cavities or between door and frame. Minor interior items such as door storage pockets and under dash trays may be removed.			
	(7) If roll over protection is fitted, the headlining may be removed and the original dashboard modified to permit ease of installation of the roll structure.			

3.4 Glazing	Fitting of a laminated windscreen is strongly recommended. All other glazing may be substituted with alternative transparent material, but original fixing medium must be used including operating mechanisms. All glazing must to be a minimum of 5mm 4.5mm thick and in compliance with Appendix Two Schedule A.	No modification from standard permissible.
3.5 Chassis	(1) The standard chassis must retain full structural integrity, i.e. removal of any material or component which was originally designed as load-bearing is strictly prohibited. (2) Addition of stiffening material and components is permitted. (3) Transmission tunnels and inner guards to remain as standard. Tunnels may be modified for shifter/lever clearance only. Shifter must retain original position.	No modification from standard permissible
3.6 Engine	(1) Cylinder head(s) and block may be changed to one of the same make and model range and must be visually standard and be of standard material. (2) All other componentry is free providing the original OE dimensions are respected. Turbo and supercharging are only allowed if standard, in which case the standard turbo(s) and/or supercharger must be retained. (3) Computerised engine management systems are prohibited unless standard fitment. (4) Over boring of cylinder blocks to maximum of 0.060" is permitted. Removal of material from rotating or reciprocating parts for the purpose of balancing is permitted. Cylinder heads may be ported and polished.	Over boring of cylinder blocks to a maximum of +1.5mm (0.060") and removal of material from rotating or reciprocating parts for the purpose of balancing is permitted. Cylinder heads may be ported and polished. Electronic engine management systems are permitted if originally fitted to the vehicle. Replacement systems are permitted providing they have the same functionality as the original.
3.7 Exhaust	The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded.	
3.8 Clutch, Gearbox, Overdrive (If any)	(1) Clutch and flywheel can be replaced. Gearbox and overdrive may be changed to another that was available in the same period (preferably from the same manufacturer) as the car depicts and must have the same number of forward ratios as standard. (2) If an overdrive was originally fitted this may be included as one(1) extra gear ratio.	No modification from standard permissible.

	(3) Gear ratios may be substituted; sequential shift mechanisms are prohibited except where standard.	
3.9 Differential	May be changed provided the type of suspension is not affected. Ratios may be changed. Limited slip and locked differentials are permitted.	No modification from standard permissible.
3.10 Suspension	Original period componentry must be retained but may be modified, providing it still performs its original function. Additional components may be fitted as required providing in all cases the standard type of suspension and chassis mounting points (in their original position) are retained and used for their primary function.	(1) The make, rate and dimensions of springs, shock absorbers and sway bars are free. (2) Sway bars may be modified to allow adjustment of rate. (3) Bushing material is free provided the original suspension arm requires no modification when fitting the bushing.
3.11 Brakes	Brakes must be to period specification, and all disc and drum friction surfaces must be made from ferrous material. Monobloc and radial brakes are specifically not allowed. Cooling ducts may be fitted. Brake friction linings are free.	The friction material of brake shoes, brake pads and clutch drive plates are free (refer to definitions). ABS braking system may be used.
3.12 Wheels	Wheels must fit within the bodywork and they have a period appearance suitable for that model. A maximum of one inch(1") (25mm) larger diameter from the standard wheel size used by the vehicle manufacturer in the period the car depicts may be used. No wheel to be larger than 15".	Wheels must fit within the bodywork. Standard wheels or wheels homologated in period are permitted.
3.13 Tyres Applicable to Group 1 and 2 only.	<p>Only radical tyres with a road legal tread in New Zealand may be used (ie. road tyres having 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference). Aspect ratio for radical tyres is restricted to 50% minimum. The use of semi-slick tyres with only radial grooves is specifically prohibited.</p> <p>Alternative tread patterned Bias cross ply tyres conforming with the above tread depth and circumference specifications are approved.</p> <p>Note: 1. <i>Examples of Bias tyres are Dunlop CR65 or Hoosier Vintage or TDR treaded tyres.</i> 2. <i>Not all DOT rated tyres are road legal.</i></p>	Only tyres applicable to the period of the vehicle and suitable for legal road use may be used. The aspect ratio shall be in accordance with and have an appearance appropriate to the period the car depicts.

APPENDIX SIX

PART SIX - SCHEDULE CR

Last updated: 20 August 2018

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Amendment Number	Date Published	Date Implemented	Article Number

REPLICA & RETROSPECTIVE SPECIALS

Objectives

Article 1	Identity Classification
Article 2	Interpretations and Definitions
Article 3	Vehicle Construction

Note: Amendments will be *visually highlighted* for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Retrospective Specials and Replica Regulations

Objectives: This Schedule is designed to provide a set of regulations for the use of period based retrospective specials or replicas constructed to create a vehicle similar to (in the case of retrospective specials) or in as close as possible to authenticity (in the case of replicas) of historic, classic or thoroughbred vehicles that participated in motorsport events in years past.

1. Identity classification:

1.1 Refer to Part Three of this Appendix for details on the Certificate of Description and for details on vehicle classification.

Note: The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.

1.2 The date assigned to a vehicle by a COD or from corroborated information supplied by the competitor representing the vehicle's owner shall be determined first by the age of the engine (year when that particular model and specification of engine cylinder block and cylinder head assembly commenced), or if the technology of other performance enhancing parts of the car, such as the design of the chassis, suspension or wheel and tyre assembly is of a later period, then that later period shall be used in determining the group classification.

1.3 Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of Description.

Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

2. **Interpretations and Definitions:** In addition to the interpretations detailed in the National Sporting Code Article 2, Schedule K Section One Article 2.1 and Schedule T&C Article 2, the following apply to this schedule;

"Group Classification" or **"Period Specification"** means the proven configuration of the model, as it existed in the period in which it is classified. (Refer Schedule K Section One Article 2.1 for a detailed interpretation and definition), and

"Retrospective Special" means a car built for racing events which by its design, silhouette and manufacture has created a vehicle that could have been first manufactured in a previous era. The car must comply with Article 3 of this Schedule, and

"Replica" means a car built with the intention of replicating a vehicle that existed in any one of the period classifications. The car must comply with the applicable Articles of Schedule K as if it was an original historic vehicle.

3. Vehicle Construction:

3.1 Eligibility:

- (1) Retrospective Specials or Replicas shall be issued with; A Certificate of Description that establishes an era (Period Grouping) as to when a vehicle of the type it represents could have been first constructed.
- (2) Group classification shall be determined first by the age of the engine (year when that particular model and specification of engine cylinder block and cylinder head assembly commenced), or if the technology of other performance enhancing parts of the car, such as the design of the chassis, suspension or wheel and tyre assembly is of a later period, then that later period shall be used in determining the group classification.

- (3) Replacement parts for, and modifications to, these cars are limited to period specification except where required by;
 - (a) Schedule A, or
 - (b) For pre 1978 period classification vehicles Schedule AA, or
 - (c) This Article.
- (4) The onus of providing proof of eligibility remains the responsibility of the competitor.
- (5) **Scrutineering Audits:** These will be conducted to the requirements of Appendix Two Schedule A or Schedule AA for pre 1978 period classification vehicles.

3.2 Chassis: The chassis must be of a type used during or prior to the period of classification claimed. New stressed members must not be added unless this was a period specification.

3.3 Suspension Front and Rear:

- (1) The springing medium and wheel location must be of a design used during or prior to the period of classification claimed.
- (2) Anti-roll bars and telescopic shock absorbers are only permitted if they are of a type available in the period specification claimed. Aluminium bodied and/or gas filled telescopic shock absorbers may only be fitted to cars of a type whose period specification allows them.
- (3) Adjustable spring platforms may be used on all cars of a type which the period specification included concentric coil spring/shock absorber units. By the word "coil" is meant one(1) complete turn of a spiral, not a complete spring.
- (4) Rose joints may only be used if of a type available in the period specification claimed. Rose joints may be used on anti-roll bars providing that the geometry of the suspension is not affected.
- (5) Beam and live axles should be of design or type available in the period of classification claimed.

3.4 Engine:

- (1) The bore of the engine must not be increased by more than 1.2mm compared to the period specification claimed and providing that the resultant capacity does not exceed the original capacity class of the period.

The stroke may not be altered from a dimension shown in a period specification.
- (2) Crankshafts, connecting rods, pistons and bearings may be of larger dimensions than the period specification, within the limits of the crankcase. They must be made from the same material type. The method of construction is free.
- (3) Neither the number of valve ports, nor the valve length, may exceed the engine manufacturer's specification unless period evidence of their use is provided.
- (4) Cylinder head conversions may be used if period evidence of their use is provided.

3.5 Ignition: The ignition system must have been manufactured during or prior to the period of classification. Substitution of mechanical to electronic ignition or vice versa is not permitted unless evidence is produced to indicate that it was permitted with that particular model of engine in the

period of classification.

3.6 Fuel and fuel Systems:

- (1) Mechanical fuel pumps may be replaced by electrical pumps, or vice-versa.
- (2) Carburettors, which are identical to a factory option for the engine model, are permitted.

Alternative carburettors from the same or an earlier period may be used, but only if the alternative components are of the same number and general type and principle of operation as those originally fitted.

- (3) Cars with fuel injection may be converted to carburettors of the same period.

Fuel injection and/or supercharging may only be used on an individual car that used it in the period and only the original system may be used.

3.7 Lubrication: It is permitted to change the system of engine lubrication (for example from wet sump to dry sump), if the period specification claimed allows.
The number and type of oil pumps used and the length of oil piping must conform to the period specification.

Engine oil coolers may be fitted but must be positioned so as not to change the silhouette of the vehicle bodywork from that style representative of the period classification claimed.

3.8 Gearbox:

- (1) Automatic transmissions, overdrives and additional forward speeds are not accepted, unless they were available in the period specification claimed.
- (2) When an alternative gearbox is fitted, only a gearbox of the same or an earlier period will be permitted.
- (3) Rear-engine cars may utilise the Hewland Mk8 gearbox provided that the replacement gearbox has the same number of forward speeds to that available in the period classification claimed.

3.9 Final Drive: Limited slip differentials may only be fitted if available in the period specification claimed. Cars so fitted may only use Salisbury friction or ZF cam type limited slip devices.

3.10 Brakes: Brake components must be entirely to the period specification claimed except for the following;

- (1) Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.
- (2) Disc brakes (similarly ventilated discs and four(4) pot callipers) are only permitted if a period specification. However if disc brakes are substituted for drums on what is otherwise an earlier period vehicle then the vehicle will assume the classification period that pertains to the period of the disc brakes used.
- (3) Hydraulic braking systems may be converted to dual circuit operation, which provides simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.
- (4) The installation of an air box around disc brakes for cooling purposes is permitted.
- (5) Hydraulic fluid lines may be replaced with "Aeroquip" type piping.

- 3.11 Steering:** A steering wheel of different diameter and style to period specification claimed may be fitted.
- 3.12 Wheels and Tyres:**
- (1) **Wheels:** The wheel diameter and rim width must be of a size available during the period of classification.
- For open sports racing cars the wheel and tyre assembly shall be contained within the bodywork.
- (2) **Tyres:** These are restricted to a tyre of a type approved by MotorSport NZ for the period of classification that reflects the era of the vehicle design as identified on the vehicle's Certificate of Description.
- Note:** *Refer Schedule K Section One Article 8 for further information on approved tyres.*
- 3.13 Body:** The bodywork including aerodynamic aids shall be of a style consistent with the period of classification. Material shall be free except that the type of material must be that which was commonly used during or prior to the period of classification.
- 3.14 Electrical system:** Alternators may only be fitted if a period specification.
- 3.15** The voltage of the battery and of all electrical devices may be converted from six(6) to twelve(12) volts. The type, make and capacity in ampere-hours of the battery is free. If the battery is placed in the cockpit it must be securely fixed and have an insulated, leak proof cover.
- 3.16 Wheelbase, track, ground clearance:** All parts of the sprung mass of the car must have a minimum ground clearance of 60mm such that a block of 800mm x 800mm x 60mm may be inserted beneath the car from any side. The ground clearance will be measured without the driver and, if necessary, with empty fuel tanks, but with the wheels and tyres to be used in the competition fitted.
- 3.17 Weight:** The vehicles minimum weight will be specified by MotorSport NZ at the time of the issue of a Certificate of Description or in the MotorSport NZ vehicle logbook notation.

APPENDIX SIX

PART SEVEN - SCHEDULE AA

Last updated: 20 August 2018

Page 1 of 7

Amendment Number	Date Published	Date Implemented	Article Number

Safety And Construction Requirements for Pre-1978 Schedules K, T&C and CR.

Section One

Objectives

Article 1	Introduction
Article 2	Interpretations
Article 3	General
Article 4	Safety Critical Items
Article 5	Safety Non Critical Items
Article 6	Non Safety Items
Article 7	Rally Vehicles – Additional Requirements
Article 8	Use of Motorsport Vehicles on Public Roads

Section Two

Article 1	Application Process for a LVV / MotorSport Authority Card
Article 2	Renewal Process for a LVV / MotorSport Authority Card
Article 3	Fuel Specification Chart
Article 4	Standards Labels
Article 5	Safety Structures (Roll Protection)
Article 6	Homologation Application Process for Safety Rollbars and Safety Cages
Article 7	First Aid Kit Contents

Note: Amendments will be **visually highlighted** for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Section One

1. Introduction:

- 1.1 Purpose:** The intention of Schedule AA is to provide (where applicable) certain alternative standards to those imposed under Appendix Two Schedule A (Driver and Vehicle Safety Schedule) for vehicles contesting Historic Competitions under Appendix Six of the NSC. This is to recognise the importance and to preserve the heritage of vehicles classified under this branch of the sport. Schedule AA also provides for potential difficulties in applying more modern standards to these older vehicles.

The Historic Advisory Commission is charged, on an annual basis, to review these alternative standards to ensure they maintain and provide for the needs of the Organiser and Competitor alike.

- 1.2 Scope and Use of this Schedule:** Schedule AA is applicable to all vehicles of Pre-1978 vintage, prepared to Schedule K, T&C or CR regulations that have been issued with a COD. The COD will identify the year the vehicle represents.

The specifications contained in this Schedule AA are the minimum required and it shall be read and used in conjunction with Appendix Two Schedule A. Therefore unless a particular item is specifically covered in this Schedule AA then the requirements of Schedule A will apply.

- 1.3 Class Specifications and Supplementary Regulations:** These may impose alternative or additional requirements to those contained in this Schedule. Where this Schedule conflicts with Class Specifications or Supplementary Regulations, the Class Specifications and/or Supplementary Regulations take precedence provided MotorSport NZ has approved them.

An example of an alternative requirement may be the application of the FIA Appendix K regulations for an International permitted event.

- 2. Interpretations:** Terms that are specific to this Schedule are defined here. For further definitions refer to Appendix Two Schedule A, Part One Article 2 and the National Sporting Code Article 2(1).

“Homologated (safety structure)” means a safety rollbar or safety cage that has been certified under Appendix Two Schedule A to a prescribed technical specification and a certificate has been issued by MotorSport NZ (ASN), and;

“Approved (safety structure)” means a safety rollbar or safety cage the design of which has been judged as being fit-for-purpose relative to the age / design of vehicle and an approval certificate has been issued by MotorSport NZ (ASN), and;

“Run-On model” means a vehicle that was in production before 31 December 1960 but the car presented is of the same model, but an example from after 1960. The vehicle must retain its original powertrain, appearance and mechanical systems (eg: brakes) as it was sold when new.

3. General:

- 3.1 Safety Audits:** The prescriptions of Appendix Two Schedule A Part One Article 3.1 apply equally to this schedule including the ability to perform Remote Safety Audits.

Vehicles will be checked to ensure that the requirements of Appendix Two Schedule A, this Schedule and other relevant Schedules to the National Sporting Code are complied with.

- 3.2 Impounding of Safety Items:** Refer to Appendix Two Schedule A.

- 3.3 Documentation Label:** Refer to Appendix Two Schedule A.

- 3.4 MotorSport NZ vehicle Logbook:** Refer to Appendix Two Schedule A.

- 3.5 Equivalence Factors:** Refer to Appendix Two Schedule A.

- 3.6 Dangerous Construction and Condition:** Refer to Appendix Two Schedule A.
- 3.7 Sealing of Components:** Not applicable under this Schedule unless detailed otherwise in the Class Specifications or Event Supplementary Regulations.
- 3.8 Noise Level:** Refer to Appendix Two Schedule A unless specifically covered in the Event Supplementary Regulations.
- 3.9 Fuel:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K vehicles with documented evidence of FIA sanction and period usage the use alcohol or alcohol blends is authorised provided:
 - (a) This is clearly indicated, marked by a white or dazzle coloured ring around the fuel filler cap that has the word 'Alcohol' or 'Methanol' within the ring (refer diagram).



- (2) For all Schedule K, T & C or CR vehicles additives for the sole purpose of lead replacement are permitted.
- 4. Safety Critical Items:**
- 4.1 Protective Helmets:** Refer Appendix Two Schedule A, except:
- (1) Competitors in open vehicles without a full height windscreen (over the occupant's head measured vertically), the use of closed-face helmets is not considered mandatory, although is highly recommended.
- 4.2 Forward Head Restraints (FHR):** Refer Appendix Two Schedule A.
- 4.3 Protective Clothing:** Refer Appendix Two Schedule A.
- 4.4 Safety Harness:** Refer Appendix Two Schedule A, except:
- (1) For pre 31 December 1960 Schedule K vehicles; the use of safety harnesses is not considered mandatory, and
 - (2) For such vehicles the use of a lap belt (two(2) strap restraint) is permitted.
 - (3) Specifically pre 31 December 1960 Single Seater and Sports Racing Cars with an upright (not reclined) driving position the use of a four(4) strap safety harnesses is permitted.

Notes:

- 1. In all cases the harness manufacturers fitting instructions must be followed.
- 2. Despite a safety harness not being mandatory, a harness complying with Appendix Two, Schedule A requirements is strongly recommended for all Schedule K vehicles, particularly those fitted with a safety (roll over) bar.

4.5 Window Nets and Driver Nets: Refer to Appendix Two Schedule A.

4.6 Safety Structures (roll protection): A Safety Rollbar or Safety Cage shall be installed according to Chart 4.6(3) below.

- (1) Safety structures shall be “homologated” under Appendix Two Schedule A or “Approved” under the prescriptions of this Schedule, except single seater and sports racing cars with a MotorSport NZ vehicle logbook issued before 1 September 2010 and Schedule K Period Classifications A, B, C, and S vehicles constructed pre 31 December 1960 competing in Race or ClubSport events:

If the above Period Classification vehicles were originally fitted with a rollbar or safety cage, the current rollbar or safety cage must meet or exceed the specification used on the vehicle when it was used in competition in its period. Despite roll protection not being mandatory for the above Period Classification vehicles, complying roll protection for all vehicles is strongly recommended.

- (a) Wherever possible the design prescriptions of Appendix Two Schedule A should be used, although an alternative design as per Section One Article 4.6(2)(a)(ii) may be “Approved” under this Schedule.
- (b) A Homologation or Approval certificate shall be contained within the vehicle’s logbook. Application details are available from the MotorSport NZ office.
- (c) Modification of Homologated or Approved safety structures shall invalidate the certification. It is imperative that guidance be sought from the MotorSport NZ office before proceeding with any alterations.

- (2) **Design criteria:** Safety structures shall meet the following requirements;

- (a) **Design:** The safety rollbar or safety cage design shall comply with either;
 - (i) All of the requirements detailed in Appendix Two Schedule A, Part One Article 4.6, or
 - (ii) Be of a free design considered appropriate to the vehicles age and type of construction, that affords adequate protection to the occupants and prevents significant deformation in the case of a collision or rollover situation, and that has been approved by a MotorSport NZ Technical Advisor in consultation with the Historic Advisory Commission Chairman, details are available from the MotorSport NZ office.
- (b) **Materials:** only circular section steel tube respecting the strength requirements of Appendix Two, Schedule A Part Two, Article 5.2 is authorised.
- (c) for **Open Vehicles:** it is strongly recommended that the height of the main rollbar is at least 50mm above the top of the helmet of the normally seated vehicle occupant. (refer diagram – Appendix Two, Schedule A Part Two, Article 5.1)
- (d) for **Closed Vehicles:** the safety structure design must not unduly impede the entry or exit, or access to, the occupant(s) of the vehicle.
- (e) **Liquids:** shall not pass through any tubing of the roll protection.
- (f) **Protective padding:** Refer Appendix Two Schedule A.

- (3) **Safety Structure Chart Requirements Chart 4.6(3)**

EVENT TYPE (and vehicle exclusions)	VEHICLE TYPE	SAFETY CAGE	SAFETY ROLLBAR
RACE Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S. Including Run-on models from this date (refer Note 5).	All Open Vehicles, and Closed Vehicles (not road registered)	Optional	Mandatory
	Closed Vehicles (road registered) (Refer Note 1)	Optional	Optional (but recommended)
	All Vehicles exceeding 1600cc capacity competing in a Sanctioned Series	Optional	Mandatory
RALLY	All Vehicles	Refer Appendix Two, Schedule A	
CLUBSPORT ADVANCED Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S.	All Open Vehicles	Optional (Refer note 2)	Mandatory
	All Closed Vehicles	Optional (Refer note 2)	Optional (but recommended)
CLUBSPORT BASIC	All Vehicles	Optional	Optional
	Road registered vehicles with current registration and Warrant of Fitness may utilise non-homologated safety structures.		

Notes:

1. For road registered vehicles where a Safety Cage is fitted, the structure must be homologated under Appendix Two, Schedule A in order to obtain a MotorSport/LVV Authority Card which is required to obtain a WOF. For road registered vehicles where solely a rollbar is fitted an Authority Card is not normally required in order to obtain a WOF. (Refer Appendix Two Schedule A).
2. Unless specified otherwise within Appendix Five Schedule C, ClubSport Advanced Status Events.
3. A homologated Safety Cage is mandatory when carrying a passenger.
4. Safety structures are highly recommended for all speed related Events.
5. Examples of "Run-On models" include MGA 1955-1962, Daimler Dart SP250 1959-1964 and Porsche 356 1949-1964.

4.7 Seating: Refer to Appendix Two Schedule A.

4.8 Fire Extinguishers: Refer to Appendix Two Schedule A.

4.9 Wheels and Tyres: Refer to Appendix Two Schedule A, except:

- (1) Steel wheels may be modified in accordance with MotorSport NZ guidelines available on request from the MotorSport NZ office.

4.10 Brake System: Refer to Appendix Two Schedule A, except:

- (1) For pre 31 December 1960 vehicles constructed solely for competition use, a hand brake is not considered mandatory.

- 4.11 Steering and Suspension Systems:** Refer to Appendix Two Schedule A, except:
- (1) Solid wood rimmed or laminated wood rimmed steering wheel shall not be used except where originally fitted.
- 4.12 Fuel Tanks, Fillers, Lines and Pumps:** Refer to Appendix Two Schedule A, except:
- (1) Standard fuel tanks or professionally constructed replacement tanks are accepted.
 - (2) Safety [bag] tanks are not subject to any expiry imposed under an international standard although it is paramount that such tanks are inspected on a regular basis to ensure their performance is not compromised.
 - (3) For Schedule K Single-seaters of Periods A, B, C and D, all tanks, fillers and pumps should be isolated from the cockpit although this is not obligatory where the installation of a fireproof bulkhead is impractical due to the original design of the vehicle.
- Note:** *In all cases it is highly recommended that fuel tanks be internally baffled and contain safety foam (ideally to MIL-B-83054B specification) or 'Explosafe' aluminium foil.*
- 5. Safety Non Critical Items:**
- 5.1 Engine, Transmission and Accessories:** Refer to Appendix Two Schedule A except;
- (1) For Schedule K vehicles the requirement for a starter motor is not considered mandatory where this component was not an original fitment / specification.
 - (2) For Schedule K vehicles the requirement for a reverse gear is not considered mandatory where this component was not an original fitment / specification.
- 5.2 Electrical System:** Refer to Appendix Two Schedule A.
- 5.3 Service Fluid Lines:** Refer to Appendix Two Schedule A.
- 5.4 Ignition Switch / Circuit Breaker:** Refer to Appendix Two Schedule A.
- 5.5 Batteries:** Refer to Appendix Two Schedule A.
- 5.6 Lighting Systems:** Refer to Appendix Two Schedule A.
- 5.7 Wiring:** Refer to Appendix Two Schedule A.
- 5.8 Chassis, Bodyshell and Exterior:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K vehicles where mechanical components pass through the bulkhead the mandatory requirement of a sealed bulkhead is removed.
- 5.9 Engine Bonnets / Covers:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K vehicles with rear mounted engines, complete (engine) covers are recommended although are not considered mandatory. Where fitted they shall incorporate positive retaining fasteners.
- 5.10 Doors:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K vehicles of Period U.
- 5.11 Windows:** Refer to Appendix Two Schedule A, except:

- (1) For Schedule K Open vehicles, as an alternative to a full height windscreen a wind deflector may be fitted being a device intended to divert wind, liquid and/or foreign matter over the driver.

5.12 Rear Vision Mirrors: Refer to Appendix Two Schedule A, except:

- (1) For Schedule K vehicles, the reflective surface dimensions are not controlled.

5.13 Aerodynamic Devices: Refer to Appendix Two Schedule A.

5.14 Vehicle Cockpit: Refer to Appendix Two Schedule A.

5.15 Towing Eyes: Refer to Appendix Two Schedule A.

6. Non Safety Items:

6.1 Ballast: Refer to Appendix Two Schedule A.

6.2 Competition Numbers: Refer to Appendix Two Schedule A, except where detailed otherwise in the Event Supplementary Regulations.

6.3 Radio Transmitters: Refer to Appendix Two Schedule A.

7. Rally Vehicles: Refer to Appendix Two Schedule A, as there are no alternative standards prescribed under this Schedule for vehicles used in rally events.

8. Use of Motorsport Vehicles on Public Roads: Refer to Appendix Two Schedule A.

Section Two

1. Application Process for a LVV / MotorSport Authority Card: Refer to Appendix Two Schedule A.

2. Renewal Process for a LVV / MotorSport Authority Card: Refer to Appendix Two Schedule A.

3. Fuel Specification Chart: Refer to Appendix Two Schedule A.

4. Standards Labels: Refer to Appendix Two Schedule A.

5. Safety Structures (Roll Protection): Refer to Appendix Two Schedule A.

6. Homologation Application Process for Safety Rollbars and Safety Cages: Refer to Appendix Two Schedule A.

7. First Aid Kit Contents: Refer to Appendix Two Schedule A.

APPENDIX SIX

PART EIGHT - SCHEDULE RH

Last updated: 20 August 2018

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Amendment Number	Date Published	Date Implemented	Article Number

Historic Rally Cars to Original Specifications

Section One

Preamble

Article 1 General Conditions

Article 2 Definitions

Article 3 Eligible Vehicles

Article 4 Category Two Permitted Modifications

Article 5 Minimum Weight

Note: Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.

Technical Regulations for Historic Rally Cars

Preamble: Schedule RH is the technical specification schedule for NZ Historic or Classic Rally cars.

The purpose of this category of rallying is to emulate, as far as possible, the rallying of vehicles built before 1 January 1987 ("the Period") which competed in the New Zealand Rally Championship. Vehicles of that period largely comprised of FIA Groups 1 to 4, with the addition of Group Pacific, which allowed non homologated cars such as the Holden XU1 to be built to a similar level of modification as a Group 4 car. The Group B "supercars" contested the latter part of this period. Group B cars were banned from WRC competition after 1986.

The philosophy reflected in these regulations is that cars shall look and perform much as they did in the period, whilst allowing sufficient freedoms as to recognise the current age of the series production vehicle and the inability to source some original components.

1. **General Conditions:** The only allowable modifications to the Series Production Vehicle are those described hereinafter. All vehicles are required to comply with the provisions of Schedule A with respect to rallies.

Proof of all "Period Modifications" must be provided and all parts must have been available in the "Period" or "homologated" in the "Period" and detailed in the appropriate FIA papers or detailed on the MotorSport NZ Certificate of Description.

2. **Definitions:**

"COD" means the Certificate of Description as described in Part Three of Appendix Six.

"Electronic" means controlled by an ECU (Electronic Control Unit) utilising data gained from sensors electronically measuring the values of engine input and output functions.

"HTP" means an FIA Historic Technical Passport.

"Homologated" means a technical specification including all components, put forward by the manufacturer of an individual vehicle model as approved on a descriptive form issued by the FIA. (Refer to FIA Appendix J Article 251-2.1.8.)

"Make" means the part(s) produced within that manufacturer's model range. A change in model is determined by a change in model number/classification instigated by the manufacturer. The use of pattern parts is permitted.

"OE" means Original Equipment parts as supplied and/or fitted by the original vehicle manufacturer.

"Pattern part(s)" means a component manufactured to replicate function and purpose of an Original Equipment part and to fit without modification.

"Period Modification" means any component which was homologated by any manufacturer for any vehicle of the Period and modified as authorised by the regulations of the Period.

"Series Production Vehicle" Means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network.

"Standard" means the component(s) as originally fitted to the car by the original manufacturer at the time of the sale.

"The Period" means prior to 1st January 1987.

“Variant” means an optional or homologated specification as provided by the original manufacturer for the series production vehicle. These are either supply variants (VF) (two(2) suppliers providing the same part for the manufacturer and the client does not the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request).

3. **Eligible Vehicles:** Vehicles must have a COD, HTP, HVIF or overseas equivalent to be eligible. At all times the onus of proof of eligibility of the vehicle and/or components will be the responsibility of the Entrant.

3.1 **The Schedule recognises cars in two(2) categories:**

(1) **Category One:**

- (a) FIA homologated vehicles fully compliant with FIA Appendix J Articles of the period. (Refer to www.fia.com)
- (b) Cars fully compliant with MotorSport NZ Schedule I of the Period. Specifications for rally cars competing in National, International and Pacific Series events. Schedule I is available by clicking this link.

(2) **Category Two:** Any vehicle listed as homologated by the FIA prior to 1 January 1987, being either;

- (a) FIA Groups 1 to 4 compliant (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or
- (b) Any vehicle compliant with MotorSport NZ Schedule I of the Period (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or
- (c) FIA Groups A and B compliant (refer Category One) – 2WD only – with a COD listing additional modifications compliant with Schedule RH, or
- (d) FIA Group B – 4WD Turbo, compliant with genuine FIA homologation papers and MotorSport NZ Schedule K.

MotorSport NZ may at its sole discretion allow variation(s) to Schedule RH where it can be established that the original component is no longer available and that the alternative component has the same mechanical function and does not provide any weight or other performance advantage (beyond reliability) over the original. All such exemptions shall be listed on the vehicle's COD form.

A list of previously homologated vehicles is available on the FIA website under Sport/Regulations/Historic/Historic Rally/ – www.fia.com

4. **Category Two Permitted Modifications:** A vehicle may be modified to utilise the period variations within the manufacturer's model body shell.

4.1 **Body Shell External:**

- (1) **External appearance:** The silhouette of the Series Production Car shall not be altered with the exception that the addition of Period type rear boot-lid spoilers and guard flares is permitted. These items may be constructed from an alternative material as per the Period.
- (2) **Windscreens:** Laminated screens in place of safety glass are recommended.

- (3) **Suspension tower (strut) brace:** May be installed, provided it remains removable, hence is attached by means of bolts.
- (4) **Seam welding:** Is authorised to the bodyshell.
- (5) **Strengthening:** Localised strengthening of the bodyshell is authorised provided the additional material completely follows the shape of the original part and is in contact with it.
- (6) **Underbody protection plates:** Are authorised, provided that their sole function is to protect the underside of the car from damage. Additionally, to protect the side of the car soft flexible material may be fitted longitudinally between the wheel arches provided it is contained within the bodyshell silhouette when viewed from above.
- (7) **Mudguards:** Guard liners may be removed. The edges of the standard guards may be folded back if they protrude inside the wheel housing. The original external shape, except for guard flares, must be retained.
- (8) **External rear-view mirrors:** May be substituted.
- (9) **Roof vents:** are permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10cm.
- (10) **Internal Appearance:**
 - (a) Body shell modifications of the Period to enable drive train and exhaust system fitment and to allow the installation of alternative mounting points for Period modifications to the rear suspension and wheel arches are permitted.
 - (b) The interior trim is free, excepting that the original or Period variant dashboard assembly shall be retained in its original position.

4.2 Engine:

- (1) **Engine location:** The engine must be mounted in the original compartment and no body shell modifications to enable relocation are authorised. Engine mountings are free.
- (2) **Cylinder Block and Crankcase:** The original make of cylinder block and crankcase from the manufacturer of the vehicle or the homologated / Period option must be employed. The swept volume of the engine must remain within the same cubic capacity class as the engine supplied by the vehicle manufacturer. Where an engine is close to the capacity limit of the class, and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class. Modifications to internal components are free. The use of Titanium is forbidden.
- (3) **Cylinder Head:** The original make of cylinder head from the manufacturer of the vehicle or the homologated / Period option must be employed. Modifications are free. The use of Titanium is forbidden.
- (4) **Cooling system:** Free, providing all components are mounted within the bodywork.
- (5) **Inlet and exhaust manifolds:** Free.
- (6) **Induction and fuel systems:** Free, provided that the original or homologated system, i.e. carburettor or fuel injection, is retained.

- (7) **Engine Management:** Computerised electronic fuel injection may only be utilised if originally fitted. In such cases the ECU is free, save that it must respect the original housing and location.
- (8) **Ignition system:** Free, providing that modifications are within the Period.
- (9) **Exhaust system:** Free.
- (10) **Engine Oil Coolers:** May be fitted.
- (11) **Camshafts:** Free, provided remains in original location.

4.3 **Transmission:**

- (1) **The transmission housing must be either;**
 - (a) The original series production unit, or
 - (b) A recognised replica of the original production unit, or
 - (c) A homologated non OE option from an alternative vehicle of the Period, or
 - (d) An alternative transmission from the same vehicle manufacturer where the alternative transmission was fitted to a series production vehicle from that same manufacturer within the Period.
- (2) **Gear selection mechanism:**
 - (a) Must be as per the transmission of the Period.
 - (b) The maximum number of forward gears shall be five(5).
 - (c) Internal transmission components are otherwise free.
- (3) **Final drive:** Free, provided that the original type of axle housing must be retained.
- (4) **Limited Slip Differential:** Free, provided that actuation may not be by electronic or external hydraulic means.
- (5) **Clutch and flywheel assemblies:** Free

4.4 **Suspension:**

- (1) **Springs and dampers:** Free, provided that the original or homologated type (eg; Macpherson strut, leaf spring etc) is retained. Where coil over type rear suspension is fitted it is permitted to remove the original leaf spring.
- (2) Remote gas canisters type dampers (shock absorbers) are not permitted.
- (3) **Anti-roll bars:** Free to be added, removed or substituted.
- (4) **Suspension Bushes:** Free.
- (5) Rear axle location may reflect Period modification. ie; it is allowed to utilise four(4) trailing link rear axle location, Panhard Rod, Watts Linkage etc.

4.5 **Brakes:**

- (1) Dual circuit braking systems are permitted, as is the installation/removal of vacuum power assistance.
- (2) Brake lining material and hydraulic hoses are free.
- (3) Drum brakes may be replaced by Disc brakes. Rotors must be constructed only of ferrous material.
- (4) Pedal boxes enabling adjustable brake bias are permitted.
- (5) Hydraulic handbrakes are permitted.

4.6 Steering System: Free.

4.7 Electrical system: Free.

4.8 Road Wheels & Tyres:

- (1) Wheel diameter may be varied by no more than two(2) sizes up or down from the manufacturer's specifications. Otherwise, wheels are free.
- (2) **Tyres:** Free.

5. Minimum Weight:

5.1 The following scale of weights represent the overall minimum weights of cars as they cross the finish line, fuel weight deducted:

Capacity	Weight (Kg)
Up to 500cc	495
Up to 600cc	535
Up to 700cc	570
Up to 850cc	615
Up to 1000cc	655
Up to 1150cc	690
Up to 1390cc	720
Up to 1600cc	775
Up to 2000cc	845
Up to 2500cc	920
Up to 3000cc	990
Up to 3500cc	1050
Up to 4000cc	1115
Up to 4500cc	1175
Up to 5000cc	1225
Up to 5500cc	1280
Up to 6000cc	1330
Up to 6500cc	1365
Up to 7000cc	1405
Up to 7500cc	1425
Up to 8000cc	1445
Over 8000cc	1530