

Amendment Number	Date Published	Date Implemented	Article Number
<a href="#">36058</a>	10 July 2023	10 July 2023	Section Three
<a href="#">36035</a>	1 September 2021	1 September 2021	Article 2 – Period Classification of Vehicles
<a href="#">36030</a>	10 June 2021	10 June 2021	Article 2 – Period Classification of Vehicles
<a href="#">36024</a>	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

**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.

## 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](http://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**

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

<b>A</b>	Cars built before 31 December 1930
<b>B</b>	Cars built between 1 January 1931 and 31 December 1946
<b>C</b>	Cars built between 1 January 1947 and 31 December 1961 (31 December 1960 for single seaters)
<b>D</b>	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
<b>E</b>	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
<b>F</b>	<b>Sports Racing Cars built before 30 June 1973</b>
<b>G</b>	Sports Cars complying with New Zealand Schedule C (SCANZ) built between 1 July 1973 and 30 June 1980
<b>H</b>	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
<b>L</b>	Standard Production and Competition Sports & GT Cars built between 1 January 1961 and 31 December 1971
<b>M</b>	Series Production and Competition Touring (Saloon) Cars built before 31 December 1964
<b>N</b>	Series Production and Competition Touring (Saloon) Cars built between 1 January 1965 and 31 December 1971
<b>O</b>	Standard Production and Competition Sports & GT Cars built between 1 January 1972 and 31 December 1979
<b>P</b>	Series Production and Competition Touring (Saloon) Cars built between 1 January 1972 and 31 December 1977
<b>Q</b>	Competition Touring (Group A and Group N) Cars with FIA homologation papers built between 1 January 1978 and 31 December 1993.
<b>R</b>	<b>New Zealand Specials:</b> New Zealand historic sports and single seater racing cars built between 1 January 1961 to 31 December 1977 (with proven competition history)
<b>S</b>	<b>New Zealand Historic Racing Saloons:</b> 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
<b>T</b>	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 <a href="#">Article 3.2</a>
<b>U</b>	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.

<b>V</b>	FIA 2.0 Litre Supertourers 1990 to 31 December 2000 and Porsche 996 GT3 Cup Cars over twenty (20) years old.
<b>W</b>	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.*