

## Appendix Six Historic Competition

### Section Five - Schedule T&C

#### Contents

	Objectives
<b>Article 1</b>	Identity Classification
<b>Article 2</b>	Interpretations and Definitions
<b>Article 3</b>	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 fifteen(15) years old Group 4 - Production Saloon Cars Post 31 December 1977 and over fifteen(15) years old

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

#### Thoroughbred & Classic Car Regulations

These rules apply to all saloons, sports and GT cars over fifteen(15) 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 & 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 Section 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.

## Appendix Six – Schedule T & C

2. **Interpretations and Definitions:** In addition to the interpretations detailed in the National Sporting Code Article 2 and in 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

**“Free (part)”** means that the original part as well as its function may be removed or replaced with a new part on condition that the new part has no additional function relative to the original part and must be from the same era and be shown to be available, or used in period, on the make and model the car depicts, 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 has been made on series production terms, and

**“Interior Trim”** includes, but not limited to, the door and panel trims, parcel shelf, dash, upholstery, knobs and ceiling trim, but excludes flooring vinyl, carpets, and original fitment front seats. Ceiling trim, rear seats and parcel shelf are non-critical items and removal will result in the issuing of a COD, B Grade, and

**“Make”** means the part(s) produced within that manufacturers 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 in New Zealand, or a minimum of three(3) separate overseas examples, 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

**“Sports Racing Car”** means automobiles that have two(2) seats and enclosed wheels constructed primarily for competition or circuit racing. They are purpose-built, of open construction and are generally one offs or manufactured in limited numbers, but not of a type constructed from a mass production sports or Sport GT car, 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

## Appendix Six – Schedule T & C





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

“**Visually Standard**” means visually identical with, and

“**Works**” means a defined specification for a vehicle and/or its components as prepared by the vehicle manufacturers officially designated race team.

**Note:** *An application can be made to the Historic & Classic Commission via it's Chairperson, when the applicant deems that are 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).*

**Appendix Six – Schedule T & C**

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 fifteen(15) years old	Group 4: Production Saloon Cars Post 31 December 1977 and over fifteen(15) years old
				
<b>Important Notes</b>	<p>The following regulations have been formulated to preserve period specifications by preventing the application of technology that is inappropriate for the period depicted. (Refer Article 2. Interpretations and Definitions). The objectives stated at the start of this Schedule should be considered in relation with all of the following Articles.</p> <p><b>Note:</b> 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.</p>			
<b>3.1 Eligibility</b>	<p>(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.</p> <p>(2) All other modifications are strictly prohibited except as specified elsewhere in this schedule.</p> <p>(3) The onus of providing proof of eligibility remains the responsibility of the competitor.</p> <p><b>Note:</b> 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</p> <p>(4) <b>Scrutineering audits:</b> These will be conducted to the requirements of Appendix Six Schedule AA or Appendix Two Schedule A where appropriate and accompanied by a valid COD.</p>			
<b>3.2 Exterior</b>	<p>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.</p> <p>(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.</p> <p>(2) Any/all modifications must be in period (refer definitions).</p>			
<b>3.3 Interior</b>	<p>(1) Floor coverings may be removed.</p> <p>(2) Front seats may be replaced with recognised competition seats.</p>			

### Appendix Six – Schedule T & C

	<p>(3) Seatbelts must comply with Appendix Two Schedule A or Appendix Six Schedule AA as appropriate for competition.</p> <p>(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.</p>	
	<p>(5) Any non-visible devices such as heater and fan may be removed or substituted.</p>	<p>No modification from standard permissible</p> <p style="text-align: center;"><b>Note:</b> refer to “Interior Trim” above</p>
	<p>(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 underdash trays may be removed.</p>	
	<p>(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.</p>	
<b>3.4 Glazing</b>	<p>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. Rear screens to be minimum 5mm thick.</p>	<p>No modification from standard permissible</p>
<b>3.5 Chassis</b>	<p>(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.</p> <p>(2) Addition of stiffening material and components is permitted.</p> <p>(3) Transmission tunnels and inner guards to remain as standard. Tunnels may be modified for shifter/lever clearance only. Shifter must retain original position.</p>	<p>No modification from standard permissible</p>
<b>3.6 Engine</b>	<p>(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.</p> <p>(2) All other componentry is free, except that turbo and supercharging are only allowed if standard, in which case the standard turbo(s) and/or supercharger must be retained.</p> <p>(3) Computerised engine management systems are prohibited unless standard fitment.</p> <p>(4) Overboring of cylinder blocks to maximum 12.5% of original capacity and removal of material from rotating or reciprocating parts for the purpose of balancing is permitted. Cylinder heads may be ported and polished.</p>	<p>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.</p>
<b>3.7 Exhaust</b>	<p>The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded.</p>	

**Appendix Six – Schedule T & C**

<p><b>3.8 Clutch, Gearbox, Overdrive (If any)</b></p>	<p>(1) Clutch and flywheel are free. Gearbox and overdrive may be changed to another that was available in the same period as the car depicts and must have the same number of forward ratios as standard.</p> <p>(2) If an overdrive was originally fitted this may be included as one(1) extra gear ratio.</p> <p>(3) Gear ratios may be substituted; sequential shift mechanisms are prohibited except where standard.</p>	<p align="center">No modification from standard permissible</p>	
<p><b>3.9 Differential</b></p>	<p>May be changed provided the type of suspension is not affected. Ratios may be changed. Limited slip and locked differentials are permitted.</p>	<p align="center">No modification from standard permissible</p>	
<p><b>3.10 Suspension</b></p>	<p>Original 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.</p>	<p>(1) The make, rate and dimensions of springs, shock absorbers and sway bars are free.</p> <p>(2) Sway bars may be modified to allow adjustment of rate.</p> <p>(3) Bushing material is free provided the original suspension arm requires no modification when fitting the bushing.</p>	
<p><b>3.11 Brakes</b></p>	<p>Brakes are free (refer to definitions) except that all disc and drum friction surfaces must be made from ferrous material. Cooling ducts may be fitted.</p>	<p>The friction material of brake shoes, brake pads and clutch drive plates are free (refer to definitions).</p>	
<p><b>3.12 Wheels</b></p>	<p>Wheels are free provided they must fit within the bodywork and they have an appearance suitable for the period of that model. A maximum of one inch(1")(25mm) larger diameter from standard wheel than that used in the period the car depicts may be used.</p>	<p>Wheels are free provided they must fit within the bodywork. A maximum of one inch(1")(25mm) larger diameter from standard wheel than that used in the period the car depicts may be used.</p>	
<p><b>3.13 Tyres</b></p>	<p>Only tyres suitable for legal road use in New Zealand, or period and tread pattern correct, bias cross-ply tyres (refer note) 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 is restricted to 50% minimum. The use of semi-slick tyres with only radial grooves is specifically prohibited.</p> <p><b>Note:</b> An example is <i>Dunlop CR65 brand tyres</i>.</p>	<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.</p>	
