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AUCKLAND

CLASSIC TRIAL NATIONAL SERIES RULES - v3.0

NOTE – THESE RULES ARE CURRENTLY UNDER REVIEW

PREAMBLE

The CLASSIC TRIAL REGISTER COMMITTEE, hereby declares the following Articles to be those governing an Invitation Classic Trial Series for drivers of European Sports, GT and Saloon cars manufactured before 1977 together with other cars that may be invited by the committee.

Series entrants will be split into two categories. Group A and Group B. Group A cars will generally comprise marque and individual cars that meet the age requirements for Historic Competition set by MotorSport New Zealand and have a prestigious, and or a sporting pedigree. Group B cars will comprise the balance of the invited cars. The committee will determine under which category cars will be invited to join. The committee's decision will be final. Inviting Clubs will invite either, Group A or both Group A and B cars to compete at their meetings. The decision as to which group or groups shall be invited is that of the Inviting Clubs and not that of the committee.

These Articles are to be read in conjunction with the standard Supplementary Regulations set out in the National Sporting Code issued by MOTORSPORT NZ and in conjunction with the supplementary regulations issued by the inviting clubs and any Technical Rules as listed in these Articles.

1 INTERPRETATION

In these Articles, the following interpretations shall apply:

"Classic Trial Register" is not a club but a non-structured group of enthusiasts. The Classic Trial Register is managed and co-ordinated by a committee.

"Register" means the Classic Trial Register.

"the Committee" is the Classic Trial Main Committee, listed in Section 5.2 of these Articles.

"Series Co-ordinator" means a member of the Committee.

"Nominated Assistants" means individuals nominated by the committee to assist with the running of the series.

"Entrant" means a member of the Classic Trial Register. Membership of the Register is by invitation of the committee.

"Classic Trial" means an individual trial run with the approval and co-operation of the Classic Trial Register committee. The trial may be a designated round of the Classic Trial National Series. Classic Trials may be run under the following Motorsport New Zealand event types: Circuit Sprint (Single Car), Circuit Sprint (Dual Car), Hillclimb or Regularity Trial. Only cars complying with the requirements for the individual type of event will be permitted to compete.

"Trial" means a Classic Trial

"Series" means the Classic Trial National Series.

"Series Round" or "Round" means a Classic Trial at a meeting organised by an Inviting Club.

"the Supplementary Regulations" means so far as they are applicable to the Series, MOTORSPORT NZ's Supplementary Regulations applicable to all motor racing together with all updates and amendments issued by MOTORSPORT NZ from time to time and at any time.

"the Inviting Clubs" means the MOTORSPORT NZ affiliated car clubs inviting the Register or Series to their Race Meetings, organised under permits issued by MOTORSPORT NZ at which rounds of the Series are held.

"MOTORSPORT NEW ZEALAND" means the MotorSport New Zealand Incorporated.

2 OBJECTS

- 2.1 To co-ordinate and administer a trial based motorsport series for CLASSIC & VINTAGE ROAD GOING CARS & OTHER INVITED CARS OF HISTORICAL AND SOCIAL IMPORTANCE.
- 2.2 To provide for drivers, a safe and controlled environment to test their car and their driving skills and for the public an opportunity to see cars in track competition that might otherwise only be seen on display.
- 2.3 Speed bars shall apply at each circuit event. This is to ensure compliance with the Motorsport New Zealand requirement to minimise speed differential between the various cars on the track. Thus creating a safer environment and encouraging the participation of beginners and slower classic and vintage cars.

3 ELIGIBILITY

- 3.1 Classic Trial Series entrants must be members of the Classic Trial Register. Entered cars but be either Group A or Group B accepted cars
- 3.2 Marques eligible include all classic British and European cars but at the committee's discretion, other countries' marques or models may be included including replicas and retrospective specials. Cars are accepted on an individual car by car basis. The existence of a particular make and model of vehicle on the register does not guarantee the acceptance of a similar car. The condition, appearance and history of the car are important considerations.
- 3.3 Replicas and Retrospective Specials must be compliant with MotorSport New Zealand Manual Schedule CR.
- 3.4 The committee reserves the right to seek advice from specialists or from one make clubs regarding the acceptability of cars outside their current expertise or knowledge.
- 3.5 The Committee has the power to offer invitations, accept or reject or revoke registrations on the basis of either car or driver suitability and a driver's adherence to both the published rules and the spirit and aims of Classic & Thoroughbred competition as stated in current or previous the New Zealand Motorsport Manuals, or any other factor at the Committee's discretion.

- 3.6 Cars which can exceed the designated speed bar are also ineligible, with the proviso that if they can be driven, or are driven so as not to beat the speed bar, they may be accepted at the committee's discretion and subject to such restrictions and penalties as is applied by these rules.
- 3.7 A car may not be driven in a race and a trial, at the same meeting by the same driver. A car entered in a race, may be driven in a trial at the same meeting, by a different driver. A driver entered in a race may drive a different car in a trial at the same meeting.
- 3.8 Where an application for registration is rejected, the Committee's decision has to be unanimous and no reason need be given publicly. Numbers of identical cars may be limited so as to maintain as much variety as possible.
- 3.9 All entrants & drivers agree to submit their cars for inspection by the Series Technical Officer at any time.

4 SERIES STRUCTURE

- 4.1 The series shall comprise designated Classic Trials. If any round is unable to be held, a substitute may be arranged with competitors given due notice. Classic Trial Register members will be advised of series dates, amendments and the like by email.
- 4.2 The Committee reserves the right to either cancel or amend any rounds of the series due to force majeure without affecting in any way its power to award any title.
- 4.3 If Non-Register members compete in any Series Trial, their results will be excluded from the overall series results. The published winners of such trials will be totally at the discretion of the Inviting Club. Series results will be published separately from the results of the Inviting Club.

5 SERIES PERSONNEL

- 5.1 At each round of the Series the Classic Trial Register will be represented by either or both of the two Main Committee Members. Where neither are to be present, the Committee will nominate an alternative representative (Deputised Committee Member) prior to the commencement of the meeting:

- 5.2 Main Committee:
Series Co-ordinator – Committee Member
REX ODDY
PO Box 100-869
North Shore Mail Centre, AUCKLAND

Series Co-ordinator – Committee Member
ARTHUR HOPKINS

- 5.2.1 The Main Committee members shall be responsible for:

All administrative matters,
Recording and publishing results,
Financial records, receipts and payments,
Advisor and Race Day Liaison Officer,
Judge Of Fact for Driver Eligibility, Technical and Non-Technical Eligibility,

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Judge Of Fact when acting as Co-ordinator or Driver's Representative,
Liaison with Clerk of the Course, Stewards, Scrutineers etc.

5.3 Nominated Assistants:

5.3.1 Deputised Committee Member TO BE ADVISED

The Deputised Committee Member shall be responsible for:

Recording and publishing results,
Advisor and Race Day Liaison Officer,
Judge Of Fact for Driver Eligibility, Technical and Non-Technical Eligibility,
Judge Of Fact when acting as Co-ordinator or Driver's Representative,
Liaison with Clerk of the Course, Stewards, Scrutineers etc.

5.3.2 Series Technical Officer TO BE ADVISED (Senior Committee Member to Deputise or nominate an alternative)

The Series Technical Officer will be responsible for:

Technical Eligibility and who will be Judge Of Fact for Vehicle Eligibility at each Round,
pursuant to the Series Technical Rules as stated in Article 3.

5.3.3 Driver's Representative TO BE ADVISED (Senior Committee Member to Deputise or to nominate an alternative)

The Drivers Representative shall be responsible for:

Competitor liaison,
Deputising for the Series Technical Officer or any other committee member as required,

6 SERIES ENTRY

6.1 As events are run by Inviting Clubs, the Committee can take no responsibility for either acceptance of entries or of allocation of race numbers.

6.2 By entering for the Series, all entrants/drivers thereby agree to comply with these Articles, Organising Committee rulings and the Supplementary regulations and the spirit of the series.

6.3 Entry to race meetings at which rounds of the Series are held is to be made on the Inviting Club's meeting entry forms.

6.4 Obtaining entry forms is the responsibility of the driver/entrant.

7 CLASSIC TRIAL & SERIES RESULTS

7.1 After practice each driver shall nominate an average lap time for the event. The average shall exclude the first lap. The first lap will not be timed. Nominated lap times shall not be

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less than the speed bar designated for the circuit. It is the drivers responsibility to provide a nominated average lap time to a designated person prior to the commencement of a trial. Drivers who do not nominate an average lap time will not record a result for the meeting.

- 7.2 Where weather conditions are likely to be variable during the course of the meeting, two times may be recorded at the discretion of the committee. In these circumstances a dry track average and a wet track average time will be recorded. Separate times will not be recorded for damp tracks. Before the commencement of a trial, drivers will be advised if a dry or wet track time will apply for that trial. If this is not done, it is the drivers responsibility to ascertain from a committee member whether dry or wet lap time averages shall be used.
- 7.3 The variance in seconds, between the nominated lap time and the actual average lap time will be recorded over the trial. The winner will be the driver with the smallest variance. It is not recorded whether the actual time is faster or slower than the nominated time. In a series round with two trials, the time variance will be averaged, in a series round with three or more trials, the best two results will be averaged. Failure to complete sufficient runs (breakdown, weather etc) will mean a result from that round will not be recorded.

The winner of the series will be the driver who records the best average over three rounds. Where more than three rounds are successfully completed the best three results will apply. The number of series rounds that must be entered is open. Until three rounds are completed results are provisional. Drivers who have completed three rounds will be placed ahead of drivers who have completed two rounds etc.

- 7.4 In recognition of the difficulty in competing in a Classic Trial on a hill climb, the nominated to actual time variance will be factored down to give a smaller time variance. The actual time variance in seconds, will be multiplied by 0.8. The committee may from time to time alter the multiplication factor or may nominate different factors for different hillclimbs.
- 7.5 In recognition of the difficulty in competing in a vintage car the nominated to actual time variance for vintage cars will be factored down to give a smaller time variance. The actual time variance in seconds, will be multiplied by a factor which will vary depending on the age of the car. Factors for vintage cars are to be advised. The committee may from time to time alter the multiplication factors. Where a separate factor applies, such as for hill climbs, both multiplication factors will be applied when recalculating series time variances.
- 7.6 Timing devices or aids of any type that may assist a driver in meeting their nominated lap or target time are not permitted.

8 PENALTIES AND CONTROLS

- 8.1 Lap speed bars are applied to all events run under Regularity Trial Regulations. Lap speed bars, may at the discretion of the organisers be applied to events run under Single Car or Dual Car Sprint Regulations. Lap speed bars will not be applied to hillclimbs. Where lap speed bars are applied for each circuit, drivers shall not driver faster than the designated speed bar.
- 8.1.1 The Pukekohe speed bar will be 1 minute 20 seconds per lap.
- 8.1.2 The Manfeild speed bar will be 1 minute 35 seconds per lap.
- 8.1.3 The Taupo speed bar will be 52 seconds per lap.
- 8.1.4 Speed bars at other circuits will be set by the committee to ensure a safe competitive environment.

- 8.1.5 The committee reserves the right to adjust speed bars up or down as required.
- ~~8.1.6 Speed bars will be applied to all circuit based events regardless of the event licence applying. Speed bars will not apply to hill climbs.~~
- 8.2 There will be a penalty for breaking the published speed bar during a trial. This will normally be a stop/go penalty, indicated by the Clerk of the Course ordering the showing a black flag with the competitor's number or as determined by the Clerk of the Course at the driver's briefing.
- 8.3 The Chief Timekeeper will be the JUDGE OF FACT regarding a speed bar breach shall also be responsible for informing the Clerk of the Course.
- 8.4 The driver must come in for the penalty at the end of the lap on which the flag is shown. Failure to adhere will mean disqualification from the trial.
- 8.5 Breaking the speed bar will mean disqualification from the trial, breaking the speed bar twice in one meeting will incur disqualification from that round.
- 8.6 Driving infringements will be the responsibility of the Organising Club and the final results as published by the club will normally be the basis on which series results are calculated. Protests regarding finishing positions and/or published lap times are to be made to the organising club and a copy sent to a Committee member.
- 8.7 The Committee will be the final arbiter on series finishing positions.
- 8.8 A Series Co-ordinator may issue written warnings to, or the Committee may exclude from the series, any competitor in breach of proven unsporting behaviour either towards officials or other competitors, on and off the track.
- 8.9 Examples of over driving" reported to the Clerk of the Course by track officials may render the driver liable to penalties as per 8.11.
- 8.10 Drivers not wishing to make a formal complaint to the organisers regarding the driving of a series competitor may request the assistance of the DRIVER'S REPRESENTATIVE to resolve any differences.
- 8.11 The Organising Committee will rule on any matters not specifically covered by the published Articles and reserve the right to amend times as appropriate.

9 PRIZE MONEY & TROPHIES

- 9.1. Trophies will be awarded to the drivers placed first, second and third in the series. Prize money will not be given.

10 VARIOUS

- 10.1 Log books are recommended for all cars, CoDs are mandatory for replica's but are optional for all other cars.
- 10.2 Cars are to be fully trimmed. Cars previously raced may be presented for approval by the committee to run in race trim. Cars must be to WoF standard and running on DoT rated road tyres.

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Amendment One – Speed Bars (30 September 2004)

Speed bars will be applied to all events run under Regularity Trial Regulations but may not be applied to events run under other regulations.

Basis of Change. Regulations for single, dual car sprints and hillclimbs have additional safety requirements not applying to regularity trials.