



Historic & Vintage Racing Association NZ - HVRA Regulations

Mission Statement

There's an old saying "attitude is everything". HVRA is all about bringing together like-minded respectful folks who share a passion for true historic racing.

New Zealand is home to many authentic historic race cars and a growing number of very well-built period replicas. HVRA now provides a nationwide organisation under which owners of these cars can participate in historic racing in true "gentlemanly" fashion.

The four pillars of the HVRA ethos are: **"Respect", "Authenticity", "Comradeship" & "Encouragement" or "R.A.C.E"**

"Respect" - a simple but crucial concept considering the extremely high personal and financial investment members have in many of our cars. A high level of mutual respect for others safety, well-being and personal property is a requisite for all HVRA members.

"Authenticity" - aligning HVRA with long-standing international standards and our own MSNZ rules. Emphasis is placed on encouraging "historically correct" cars into our Vintage Saloons and Historic Saloons groups. No other organisation in NZ provides for truly historic and correct vehicles aligned into their appropriate classifications.

"Comradeship" - a natural product of the other 3 pillars. Nothing brings people together more than common interests, ambitions and values.

"Encouragement" - possibly the fourth pillar of the HVRA foundation sets it apart from other similar organisations the most. HVRA "encourages" new members with "almost historic" cars to join us. Many owners with the right "attitude" may be compromised into running their cars in inappropriate classes or leaving them in the shed altogether. HVRA's provides a home for those cars/owners and a potential stepping stone into one of the main "historic" groups.

HVRA members will abide by the regulations of MSNZ Manual (including Appendix 6, Historic Racing, embrace "the spirit of sportsmanship" under The National Sporting Code and Driving Standards under Appendix 4 Schedule Z)

Introduction

The following is a guideline only, the purpose of which is to provide some clarity to the regulations.

These regulations include MSNZ Schedule T&C, K, CR3, RH, FIA Appendix K and Australian Motorsport (CAMS) Group N and SCCA where appropriate.

These regulations also set out the general regulations on COD's and non-compliances.

Please note if your car has an older MSNZ Schedule T&C COD and the car complies with that COD, and if it technically fits with HVRA "ethos's" we may consider allowing the car to race in one of our groups. That decision will be made by HVRA.

It is our privilege to invite cars that do not necessarily qualify as above but are within the spirit of historic racing as defined under the HVRA Mission Statement and Vehicle Classifications below.

This particularly applies to “Historic Schedule K” cars and cars of interest that are rare and not commonly seen on our race tracks. HVRA encourages a diversity of cars on our grids in the spirit of true historic racing of the 60’s and 70’s.

Vehicle Classifications

Vintage Racing Saloons (Pre 1966)

A “Historic Group” for Saloons that are dated prior to 12/1965 and comply with MSNZ Schedules T&C, K, CR3 & RH, FIA Appendix K and Australian Motorsport Group Na & Nb Regulations.



This is a group for our older cars and represents an era where the cars were not far removed from their original road-going specification in terms of appearance and mechanical modifications.



This group is affectionally known as our “Goodwood Grid” showcasing many of the St Mary’s Trophy type cars.

Historic Racing Saloons (Pre 1978)

A “Historic Group” for saloons that are generally dated between 1/1966 to 12/1977 and comply with MSNZ Schedules K, CR3, FIA Appendix K, Australian Motorsport Group Nc, SCCA A,B,C&D Sedan Regulations and MSNZ Shellsport under 2 litre regulations.

This group covers the next period of cars and is intended to provide a place for our most “genuine” cars - ie cars with period racing history and very accurate replica (CR3) cars. This group will showcase the best truly historic racing saloons in NZ.

Note: On occasions, there may be some cars that qualify for both Vintage and Historic Saloons. We will work closely with owners to ensure cars are aligned with the most suitable grid for any



particular meeting.

Classic Racing Saloons (Pre 1978)

A “Historic Group” for saloons that are dated between 1/1966 to 12/1977 and comply with MSNZ Schedule T&C, RH, and Australian Motorsport Group Nc

This group covers Schedule T&C or RH cars from under 4.5 litre and Australian Motorsport Group Nc V8 engined cars up to 12/1972.

This group will showcase the variety of production saloons from “Historic & Classic Saloons Pre 78” with a scattering of production V8 cars.



1. Eligibility

- 1.1. All vehicles must comply with the regulations that pertain to that particular vehicle. MSNZ Schedule K, CR, RH and T&C, FIA Appendix K & J, SCCA, Australian Motorsport Group N.
- 1.2. All vehicles should have a MSNZ Certificate of Description (COD) or a FIA Historic Technical Passport (HTP).
- 1.3. Modifications are allowed only as specified in those particular regulations.
- 1.4. The onus of providing proof of eligibility remains the responsibility of the owner. You need to research the facts and get period articles and any history associated with your car. This is important to prove the history or any period modifications.
- 1.5. The year of manufacture ends on 12/1977
- 1.6. Carry on bodies are allowed, ie Mk2 Escort.
- 1.7. A list of approved makes and models is as per the **HVRA Eligibility List**.
- 1.8. Appearance is important and all vehicles must be well presented and represent the period and the regulations applicable to that car.

2. Exterior Bodywork

- 2.1. The vehicle shall be smartly maintained with all exterior trim in place as practically possible. Livery should be period *See Livery details further down.
- 2.2. All panels, bumpers, mouldings, spoilers etc should be made of the original materials as per standard series production vehicle or applicable to the Schedule the car is representing.
- 2.3. Schedule K Historic cars must be presented as they raced in period and are exempt regarding certain items of exterior trim.
- 2.4. Schedule CR Replica cars are also exempt of certain items of exterior trim but proof must be accompanied that in period these items were exempt.
- 2.5. All panels must retain the production silhouette.
- 2.6. Only front and rear spoilers which were available for the car in period may be fitted. These must be the same size and only made of materials from that period.
- 2.7. Headlights and tail lights should be fitted and working unless your car raced in period without them.
- 2.8. Brake lights must be working as per MSNZ Schedule A.

- 2.9. The original wiper system, motor, must be fitted and working with an operating switch within reach of the drivers as per MSNZ Schedule A
- 2.10. Original style bumpers of the same factory material should be used.
- 2.11. Fibreglass alternatives may be used where other lightweight material is no longer available (ie Dural aluminium).
 - Cars that raced in period without bumpers are exempt but must be proven that the cars raced in period bumper less.
- 2.9. Side marking indicators and park lamps that are mounted into the side of the front and rear fenders/mudguards can be removed but any holes left in the body work must be filled or have a covering plate.
- 2.10. Body de-seaming or removal of drip rails is not allowed.
- 2.11. No bonnet scoops unless a factory production item.
- 2.12. Flaring and rolling of the inside of guard wheel openings is allowed but must be in keeping with period.
 - Screw on fibreglass flares are not acceptable unless correct for that model vehicle.
 - Modifying or tubbing the inside half of the inner rear wheel well is prohibited on a Schedule T&C production car.
 - Modifying the outer half of the inner wheel well solely for tire clearance in conjunction with the fitting of a fender flare is allowed.
- 2.13. Original manufacturer's inner front fenders/guards must be fitted, but these can be modified slightly for roll cage bar clearance and/or fitment of catch tanks, etc
- 2.14. Bonnets and boot lids should preferably be factory hinged. Cars are allowed lift off bonnets and boot lids. Bonnet clips to be period looking.
- 2.15. The boot floor may be replaced with rigid material (from period) and modified to allow fitment of a fuel cell.
- 2.16. No fibreglass panels are allowed unless Homologated for your car and the Schedule it represents.
 - Fibre glass flares and spoilers are allowed if a production item to that model car.
 - No modification to the firewall to set the engine, transmission back unless an original Shellsport car.
- 2.17. The passenger's side floor and sill cannot be modified for side exit exhaust or muffler clearance on a production car.
- 2.18. Plexiglas of only 4.5mm thickness is allowed for side and rear windows provided the original fixings are used and the windows are fully operational as per Schedule T&C.
 - Rear window must be 4.5mm thick (MSNZ rule).
 - Homologated Sliding side windows are allowed if homologated for that vehicle.
- 2.19. If your car raced in period without side windows you must use a window net.
- 2.20. No underside aerodynamic aero aids, panelling or defectors allowed.
- 2.21. All door and door opening stainless roof rail mouldings and weather-stripping rubbers and inner sill plates as fitted by the manufacturer preferably be retained and fitted.
- 2.22. External front and rear windscreen mouldings as fitted by the manufacture should be retained and fitted if available.
- 2.23. Period modifications are allowed but proof of such modifications must be supplied before being approved.
 - Aluminium body panels, bonnet and boot lid are allowed on Anglia and Mini.
 - Lotus Cortina's are allowed doors, bonnet and boot lid.
 - Mk1 Escorts are allowed Fibreglass bubble flares.
 - Fibreglass panels are permitted if availability is an issue but please enquire first.
 - No Carbon Fibre panels are allowed.

3. Interior

- 3.1. The headlining and carpets may be removed.
- 3.2. The heater box, heater, heater fan and hoses and/or AC unit maybe removed. Any holes in the firewall must be covered and this can be either a plate screwed in place or permanently welded in as per MSNZ Manual.
- 3.3. Front seats may be replaced with recognised competition seats. If your car raced in period without a passenger seat, it then is exempt.
- 3.4. The manufacturers inside door panels and the rear seat side panels are to be retained. The back seat and parcel shelf upholstery should be retained but can be altered to fit the roll cage.
- 3.5. The original window winders, door handles and arm rests should remain.
- 3.6. Minor interior items such as door storage pockets and under dash trays may be removed.
- 3.7. The original dash padding and attaching frame work must be retained. This can be modified for the fitting of the roll cage.
- 3.8. The instrument panel in front of the driver can be replaced with a fabricated metal panel to hold race style instruments. Period style gauges preferred.
- 3.9. The original glove box lid on production cars should be fitted but can be non-operational
- 3.10. Historic Racing Saloons may retain their stripped out interiors as raced in period
- 3.11. FIA Group 2 and 5 Saloons must retain factory dash, door and side panel upholstery.
- 3.12. All production cars should retain a passenger seat.



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4. Chassis

- 4.1. 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.
- 4.2. Addition of stiffening material and seam welding is allowed.
- 4.3. Transmission tunnels to remain as standard but may be modified for shifter/lever clearance only.
- 4.4. Lightening of the structural body work by drilling out or replacing metalwork with composite materials is not permitted.
- 4.5. Every vehicle must have its Manufacturer's identification Chassis or VIN number attached.

5. Engine

- 5.1. The original engine must be used.
- 5.2. Engine blocks can only be changed to one of the same make, size (cc) and model range as manufactured for the model the car represented and must be visually standard and be of the original material as manufactured.
- 5.3. Engines can only be over-bored from standard up to 60 thou over.
- 5.4. No stroked crankshafts allowed.
- 5.5. Aftermarket pistons, rods and crankshafts are allowed but must meet OE measurements.
- 5.6. No roller camshafts allowed. Flat tappet only are allowed.
- 5.7. Heads must be the same as manufactured for the model of the car represented and be visually standard and be of the original materials as manufactured.
- 5.8. Fuel system must only be period carburettors as available 12/1977. Multiple Carburettors, Fuel injection system are allowed but injection system must be mechanical and available to that model from the era.
- 5.9. Intake manifolds must only be factory original or aftermarket models from the period. No spacers under carburettors allowed on any V8 or V6 unless a factory or homologated option.
- 5.10. Computerised engine and injection management systems are prohibited.
- 5.11. Removing material from rotating or reciprocating parts for the purpose of balancing is permitted
- 5.12. Cylinder heads may be ported and polished. No modern dimple porting of heads allowed.
- 5.13. No lightening of blocks.
- 5.14. No off setting of valves allowed.
- 5.15. No electric driven water pumps allowed
- 5.16. No after-market blocks or heads are allowed unless approved as a replacement period part for that particular engine/head by HVRA, FIA or MSNZ.
- 5.17. Ford Pinto may use the 200 or 205 blocks or new replacement cast iron blocks. No aluminium blocks allowed.
- 5.18. Mini may use A plus blocks. Arden 8 port heads are allowed. Maximum of 1380 cc.
- 5.19. Anglia/Cortina may use 1500/1600 block or new replacement cast iron blocks. Anglia/Mk1 Cortina must have the pre cross flow head. Maximum of 1760 cc.
- 5.20. Viva GT may use the Bedford 2.3 litre engine from period.
- 5.21. Alfa Romeo 105 may use the Nord 2 litre engine. No later model twin spark engine allowed.
- 5.22. Triumph Vitesse may use the 2.5 litre engine.
- 5.23. BEA 427 Ford replacement blocks are allowed but must meet factory OE measurements.
- 5.24. Dart or World Product V8 cast iron heads are approved as a replacement but must not be modified apart from a minor clean up of the ports.
- 5.25. Engine must be in the original position, no set backs or lowering unless an original Shell Sport car.

5.26. Dry sump systems are allowed for MSNZ Schedule T&C cars. For cars built to other international regulations and approved under MSNZ Schedule K, please enquire with HVRA directly.



6. Exhaust

- 6.1. The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded as per MSNZ Regulations.
- 6.2. Any style of exhaust header/extractor system that fit the vehicle without modifications to the vehicle's structure or steering can be used. Headers/Extractors in either standard steel or stainless tubing are allowed.
- 6.3. The passenger's side floor and sill cannot be modified for side exit exhaust or muffler clearance.
- 6.4. No carbon fibre or titanium exhaust components are allowed.

7. Gearbox and Clutch

- 7.1. It is preferable that the factory gearbox be used that the car was manufactured with.
- 7.2. If a replacement Gearboxes is used it shall have the same number of ratios as originally manufactured with.
- 7.3. Homologated gearboxes are approved to use.
- 7.4. The original rear gearbox cross member must be used and only "minor" alterations to allow the easement of the gearbox removal and replacement.
- 7.5. On any replacement gearboxes the style of shifter and linkages must remain the same as the manufacturer.
- 7.6. Gear ratios may be substituted and a dog box replacement is allowed. After market gear sets are acceptable.
- 7.7. Sequential gearboxes and sequential shift mechanisms are prohibited
- 7.8. Flywheel must be the standard size as manufactured for the vehicle but can be lightened
- 7.9. The following gearboxes are acceptable replacements :
 - For Anglia's -Type 3 or Type E 4 speed.
 - For Cortina's - 4 speed Type 3 or Type E
 - For Escorts Mk1&2, 4 speed Type E, ZF 5 speed. (No Type 9, 5 speed)
 - For Capri's as for Cortina
 - Datsun may use 4 speed gearbox or go to Series 56, 60, 63, 71A, 71B or 71C short - 5 Speed gearboxes if applicable to that model.
 - Toyota may use 5 speed Celica gearbox Pre 12/77 if available in that model.
 - Mazda RX2/3 must preferably use a period 4 or 5 Speed Mazda Gearbox or a Ford Type E gearbox.
 - Avenger may use a Ford Type E gearbox.
 - Viva GT may use a Ford Type 3, E or 5, 4 speed gearbox.
 - This list will be added to over time.
- 7.10. Aftermarket shifter boots and levers are allowed.
- 7.11. You must use the standard size clutch plate as manufactured for the vehicle
- 7.12. Aftermarket race clutches are allowed but no modern style carbon clutches.

8. Differential

- 8.1. The differential may not be changed for another manufacturer unless due to components not being available. Please contact to discuss.
- 8.2. Diff ratios may be changed. Limited slip and locked differentials are permitted. Electronic traction or stability devices are not permitted.
- 8.3. The diff housing must resemble the look of the original diff housing. No square shape or extra braced diff housings are allowed.

- 8.4. If a replacement differential is used, the suspension mounting points must remain as per the original car. Any replacement differential should be Pre12/1977 design.
- 8.5. No cambered rear axles/and or hubs.
- 8.6. A Watts linkage and/or Panhard bar is allowed on all vehicles but it must only be as per the fitment allowed in period. No scaffolding fixing systems allowed.
- 8.7. Viva GT and Avenger may use a Ford English Differential.
- 8.8. Triumph and Datsun may use a swing axle Differential with Fuji Heavy Ind components as long as the components fit inside the original casing.
- 8.9. No traction device can be mounted on the centre top of the diff housing and though to inside the cockpit.

9. Suspension

- 9.1. The standard type of suspension and chassis mounting points (in their original position) must be retained and used for their primary function.
- 9.2. Sway bars may be modified to allow adjustment rate.
- 9.3. Aftermarket larger diameter sway bars are permitted
 - No cabin adjustable roll bars allowed.
 - Front and rear sways bars must be of the same design and shape as designed by the manufacturer and fitted and mounted to the original chassis brackets.
 - Sway Bar pivot attaching brackets that are bolted to the chassis are free.
 - Rear sway bars can be used even if not fitted by the manufacturer. The rear sway bar must be of a period U-Shape design, the bar diameter is free.
 - Adjustable Rose Joint rod ends can be used to replace both front and rear sway bar end links.
 - No splined three-piece sway bars or hollow bars allowed.
 - No adjustable blade type sway bars.
- 9.4. Aftermarket tube type arms are not permitted.
- 9.5. The manufacturer's factory original front stub axle spindle must remain and be used or an identical forged reproduction version of what was fitted to your particular vehicle.
- 9.6. Aftermarket offset lowering type stub axles (drop spindles) are not legal and cannot be used.
- 9.7. Stub stiffener sleeves can be added to the stub axle for strength.
- 9.8. Bushing material is free (ie urethane or solid aluminium) provided the original suspension requires no modification when fitting the bushing. Tie-rod ends can be replaced with rose joint rod ends.
- 9.9. Shock absorbers must be either single or double adjustable.
 - Original mounting points must be used.
 - Shock absorbers must only use urethane or rubber bushings.
 - You may not use any 3 (or more) way upwards, adjustable or canister (remote or otherwise) style shocks.
- 9.10. Suspension arm upper and lower outer "Ball Joints" must remain but you can use "Longer Taper" style upper ball joints to help with suspension geometry.

10. Steering

- 10.1. Steering components must retain the original steering systems mounted in the original position to the model of the car.
- 10.2. Wooden steering wheels are not permitted.
- 10.3. MSNZ approved removable steering wheel bosses are permitted.
- 10.4. Power steering is allowable but must be period correct from the manufacture of the vehicle.

No electronic power steering units allowed.

11. Electrical

- 11.1. All the original electrical wiring and components can be removed and the vehicle rewired to operate only the required items (ignition, starter, wipers and head/tail lights). Switches can be mounted in an alternative position, but must be able to be reached by the driver when strapped into the vehicle.
- 11.2. The battery if not mounted in its original position it is then preferable to be mounted in the boot or inside the cabin. The battery must always be mounted as per MSNZ Schedule A and in accordance with these regulations regarding the type of battery used. The battery type fitted should be capable of starting the vehicle multiple times without any external assistance.
- 11.3. All headlights and tail lights must be fitted if a production car.
- 11.4. If your car is a historic car and it ran without headlights in period they can remain without headlights but the lens area must have a cover plate.
- 11.5. A rain light is advisable.
- 11.6. Ignition system, which in most cases will be an MSD 6AL or similar unit. In all cases it should be a single distributor mounted in its original position internally triggering the spark plugs.
- 11.7. No crank trigger or multi-ignition coil units.
- 11.8. No computer adjusted distributors.
- 11.9. An electronic points replacement unit fitted to the distributor is allowed.
- 11.10. Go Pro Cameras are allowed but must be attached in accordance with MSNZ regulations.
- 11.11. No in-car intercom systems that will enable the driver to talk to any outside person while racing is allowed. A one-way system from race control is allowed.
- 11.12. No car mounted electronic timing, GPS or any other electronic monitoring/reporting device that enables the driver to monitor his lap times or plot the actual race track course or otherwise aid his performance is allowed.

12. Brakes

- 12.1. It is preferred that the original manufacturers brake system is retained but up rated competition brake linings and pads are allowed.
 - Brake callipers must be the same configuration as manufactured, ie single pot, 2 pot, 4 pot and must be a bolt together, 2-piece, lug mounted design.
 - You can only use a calliper from and approved recognised brake manufacturer ie, General Motors, Ford, AP, Dunlop, ATE, Girling etc from the era and period the car represents.
 - Only Sand Cast Aluminium or Steel/Iron calliper meeting these criteria is allowed.
 - No solid billet brake callipers are allowed.
- 12.2. A swing style brake pedal, firewall forward mounted master cylinder pedal box system is allowed as they were used in "period". Floor mounted pedal boxes are not allowed unless a factory option.
 - The master cylinder fluid reservoirs must remain mounted on the firewall.
- 12.3. Cooling ducts must be mounted within the body silhouette.
- 12.4. Any master cylinder bore size is allowed.
- 12.5. Any Handbrake Parking device and its components can be removed. Hydraulic handbrakes may be fitted.
- 12.6. Drum brake systems may be replaced with disc brake system if the model car had discs as an option. If not, then the drum brake system must remain.

- 12.7. Rear drum brakes can be replaced with discs but must meet the above requirements of Clause 12.6.
- 12.8. Disc rotors should retain the original factory sizes and be either solid or vented as manufactured for that model vehicle.
- 12.9. Car Specific rules,
 - Anglia's can use the Consul 315 or Mk1/2 Cortina front struts and disc brakes as being a period modification.

13. Wheels & Tyres

- 13.1. Wheel diameter under Schedule T&C is limited to a maximum of one inch (25mm) larger diameter from the standard wheel. Some cars are restricted to factory sizes and no creep applies.
 - However, the maximum wheel size in diameter that can increase will be capped at a maximum of 15". No creep after that is permitted.
 - If your car came standard with a 15-inch wheel that is the maximum you can use.
 - All small saloons are limited to 6-inch-wide rims.
 - Medium saloons, 7-inch-wide rims
 - Large saloons including V8's, maximum rim width is 8 inches.
 - Ford Escorts with Bubble or Forest Flares are restricted to 13-inch diameter rims only. Maximum "recommended" width is 8 inches unless proof of running wider rims in period.
 - Historic cars are to be as they ran in period.
 - Mini's can only use 10-inch diameter rims.
 - FIA Homologated Cars are generally restricted to as specified in the Homologation Papers or as allowed in period. Please check first.
 - Ford Escort, Capri, Anglia, 315, Cortina are all limited to 13-inch rims.
- 13.2. Wheels must be fixed to the front and rear hubs with the same number of mounting studs as per the factory.
- 13.3. There are plenty of wheel manufacturers these days producing period replica alloy wheel so there is no excuse for using a modern wheel on your car. Period look only please.
- 13.4. **Tyres, Schedule T&C for Production Cars:** Only radial tyres with a road legal tread in New Zealand maybe used. (ie. tyres having 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference). Aspect ratio for radial tyres is restricted to 50% minimum. The use of a DOT rated semi slick tyre with only radial grooves is strictly prohibited. Alternative tread patterned correct bias cross-ply tyres conforming with the above tread depth and circumference specifications are approved.
 - Examples of complying bias tyres are Dunlop CR65, Hoosier Vintage or TDR branded tyres.
 - Not all DOT rated tyres are road legal.
 - **Post 1966 A/Sedan, Group Nb and T&C V8's**, must only use Bias Tyres : Goodyear Blue Streak or Hoosier TDS/R bias tyres. (This is in keeping with the SVRA Tyre Regulations for Group 6 and HMC (Schedule T&C). Tyre sizes must comply with the regulations for each group)
 - **Pre 1966 V8's**, Bias Tyres as above, or Radial : Avon CR6ZZ which are FIA approved.
 - **Schedule K**, Genuine historic cars should use the same tyres as they ran in period or may use treaded tyres as allowed under Schedule T&C.
 - Proof of slick tyres used in period must given prior to approval.
 - Bias tyres are approved to use. Avon Bias Slick and Avon All Weather must use A37 or harder compound.
 - Mini's may use Dunlop or Hoosier Bias Slicks

- If you have a Schedule K vehicle that cannot procure the correct tyres please discuss prior to purchasing tyres.
- **Shellsport**, under 2 litre car may use Avon Bias Slicks, Compound A37 but must have a set of approved wet tyres as well.
- **FIA and CR3** must have a COD and the tyres are dependent on the era that the car represents. Treaded tyres must meet the Schedule T&C Regulations.
- **In all cases please enquire first re what tyre your car can run.**

Note:

- Radial or Bias Slicks are prohibited in Schedule T&C
- Avon ZZR Radials are not approved.
- Hankook, Kumho and other DOT 2 stripe radial semi slick are not approved.
- Custom grooved bias and radial slicks not approved.
- It is recommended to have a set of wet tyres.

Please make sure your tyres meet the above rules. In order to ensure safety of others if your car is found to be running any non-approved or bald tyre you will be removed from the grid. If in doubt please ask.

14. General

- 14.1. Note that The General Rules as shown here cover Schedule K, FIA Appendix K and CAMS Group Na, Nb and Nc.
- All cars under Schedule K and FIA Appendix K must strictly be as they were manufactured, raced in period or as per the Homologation papers for the vehicle concerned.
 - Cars under Australian Motorsport (CAMS) must conform as per their regulations and only covers Groups Na and Nb.
 - Cut-off date for all FIA Appendix K is Period H2 12/1975
 - All cars built to FIA Appendix K must be in accordance with homologated weight for that model car. Proof of weight will need to be shown or may require car to be weighed at an auditor's request.
 - Sports and GT's are by invite only.
 - Historic Muscle Cars (HMC) are not approved to race in the group unless with prior approval.
- 14.2. Any queries regarding the above should in the first instance be referred back to HVRA.
- 14.3. These guidelines do not cover Schedule A or AA of the MSNZ Manual (Driver and Vehicle Safety and Safety and Construction Requirements) and all queries regarding safety should be referred back to The Technical Department of Motorsport New Zealand.
- 14.4. All cars should have a Schedule T&C, Schedule K, Schedule CR3, Schedule RH, FIA Appendix K or CAMS COD or HTP. It is compulsory to bring your COD to all meetings.
- Not having a COD or having a non-compliant COD could see your car not being allowed to participate.
 - A list of Penalties for non-compliance of a COD is listed in the MSNZ Manual under Penalties.
 - Failing to turn up without your COD could result in being excluded from the race meeting.
- 14.5. If your car is found to have non compliances the following may occur. All cars will be regularly audited and it is the owner's responsibility to make sure that the car complies with its COD.
- Less than 3 minor compliances – you will be allowed to race but will be expected to have them fixed within a stated period of time.

- More than 3 minor noncompliance or a major noncompliance and you may not be allowed to race until rectified or an agreed period of time to fix.
- Any breaches not rectified after an agreed period may result in the car being withdrawn from the grid.

15. Competition Numbers, Livery and Driver Standards

- 15.1. **Competition Numbers** on the Genuine Historic Cars have priority over all other cars.
- 15.2. Replica or tribute cars can only use those numbers if the genuine car is not present on the grid or if that number has not been allocated.
- 15.3. Race numbers need to be approved in all situations by HVRA
16. Race Numbers must be as per MSNZ Schedule A and includes Windscreen, Doors and Bonnet numbers all as per the regulations.
- 16.1. **Livery**, Tobacco advertising on cars is strictly forbidden unless on the genuine car with a Schedule K COD. This is in keeping with the NZ laws covering tobacco advertising.



- 16.2. Sponsorship or private advertising is restricted to your window banner.
- 16.3. A period Historic Race Livery is encouraged but if the original car is still in existence you cannot use that livery. Please discuss first with HVRA regarding your plans.
- 16.4. **Driving standards** are expected to be as per the MSNZ Driving Standards, Schedule Z and in accordance with Appendix 6 Historic Racing philosophy.
- 16.5. Any poor driving will be investigated and reported back to the Group Coordinator.
- 16.6. Action resulting in poor driving is at the sole discretion of HVRA and the Clerk of the Course and you may be removed from the grid for such actions if you are found to be at fault.
- 16.7. Only the entrant can race the vehicle at an event. Any other driver outside this must have the prior approval of HVRA.
- 16.8. Professional Drivers who are guest drivers of a car must seek the approval prior to entry of an event.

All entrants must register their interest to race in the group prior to racing and the car be approved by HVRA.

The purpose of the above regulations is to serve as a reminder of the current MSNZ rules as they pertain to historic racing in NZ. Adherence to these rules will also ensure parity remains in classic/historic racing and ensures the cars are historically correct in accordance with their appropriate international regulations (MSNZ Historic Racing, Appendix 6, Australian Motorsport Group N, SCCA (Sports Car Club of America) and FIA Appendix K).

By adopting the appropriate international regulations and ensuring they comply with MSNZ rules, we do not need to make up our own regulations. HVRA simply applies those rules/regulations as appropriate.

If you have further questions or require clarification of any aspect of the above, please E-mail HVRA to discuss. We are here to help.

Enjoy your racing..... our main objective is to get cars out of the garage and onto the track.... and remember "attitude is everything".

These regulations are for the exclusive use of HVRA- Historic & Vintage Racing Association NZ

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