

APPLICATION FORM
NEW ZEALAND HISTORIC RACING LICENCE
Issued by the Vintage Car Club of NZ (Inc.) under agreement with MotorSport NZ Inc
VALID FOR A FIVE (5) YEAR PERIOD

Last Name: VCC Membership #:

First Names: NZ Drivers Licence #:

Address: Age

Suburb

City

Post Code

Contact #: Phone: (....)..... Mobile: Fax: (....).....

Email:

(Note: These will only be used to contact you with information about VCC Speed Events)

Brief outline of any motor sport experience. If none enter NIL.

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MEDICAL DECLARATION

Do you currently or have you ever suffered from any seizures, blackouts or heart conditions, or any other medical issue which may interfere with your ability to safely drive a car in a VCC Speed Event?

YES/NO If you have answered Yes, please give full details below.

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- If you answer Yes above, A medical certificate to confirm your fitness to safely compete in a VCC Speed Event is required by the National Speed Steward before the issuing of a Historic Racing Licence, and should accompany this form.
- Knowingly withholding any relevant information in regard to the above question will result in the immediate cancellation of the Historic Racing Licence for a minimum period of six (6) months.
- If, during the validity of a Historic Racing Licence the holder should suffer from any medical condition as outlined above they must advise the National Speed Steward accordingly, who may suspend the licence and request a medical certificate to confirm the Holder's fitness take part in a VCC Speed Event.

I AFFIRM THAT I HAVE RECEIVED A COPY OF THE SPEED REGULATIONS OF THE VINTAGE CAR CLUB OF NEW ZEALAND (INC.) AND HAVE READ AND UNDERSTOOD THEM.

SIGNATURE OF APPLICANT:

DATED:

SEND this form and payment of **\$23.00** to:
National Speed Steward
VCC of NZ (Inc.)
PO Box 2546
CHRISTCHURCH 8140

(The member should receive this application with a copy of the VCC of NZ Speed Regulations)

SPEED EVENT REGULATIONS

DEFINITION

A speed event may take several different forms. Circuit or street racing, hill climbs, bent sprints or any event where speeds will exceed the limits imposed by the Transport Act of 1992 and its amendments.

GYMKHANAS, GRASSKHANAS, DRIVING TESTS AND POMEROY TROPHY EVENT

This type of event is not a Speed Event and **does not require** a VCC Speed Event Permit. However the Speed Steward can be contacted for help or advice. Refer to **SECTION 20:O** of the Branch Manual for guidelines for organisers.

A permit is required and a steward will be appointed by the National Speed Steward to be in attendance.

If a branch is unsure if a proposed event comes under these regulations then a decision should be sought from the National Speed Steward.

The following regulations must be complied with completely and no deviation is permitted from them without the written permission, obtained prior to the event, from the VCC National Speed Steward whose address is c/-:

The National Office
Vintage Car Club of New Zealand (Inc.)
P.O. Box 2546
CHRISTCHURCH 8140

National Speed Steward
Tony Haycock
Cell Phone: 021 662 441

An application for a speed event permit as contained in the Branch Manual should be forwarded a minimum of one month prior to the event.

The application shall be accompanied by a copy of the proposed entry form, vehicle safety statement and indemnity form along with a Event Safety Plan and any supplementary regulations pertaining to the event.

Once the National Speed Steward is satisfied that the necessary requirements are met, a permit will be issued which will also name the Steward appointed to the event. See also Clerk of the Course responsibilities.

ORGANISER'S RESPONSIBILITIES

The Organiser shall be responsible for ensuring that:

1. All entry forms and indemnity forms are correctly completed and signed.
2. All entrants hold a current VCC Membership Card.
3. All entrants have completed a VCC Safety Statement.
4. All vehicles must have a current VCC Vehicle Identity Card and VCC Competition Log Book.
5. All drivers must hold a current New Zealand Historic Racing Licence. Licenses issued to drivers with no previous track experience will be suffixed with a "P". Organisers should take care to ensure these drivers are fully proficient with all the rules and associated activities relating to the VCC Speed Events.
6. A VCC Documentation Check Sheet is provided for recording purposes. At the completion of the event the VCC Documentation Check Sheet must be handed to the Steward in attendance.
7. All supplementary regulations and/or regulations required by the track or property owners are understood by the Clerk of Course and the Scrutineer(s).
8. If the event involves racing (i.e. 2 or more cars competing against each other on the same track at the same time) the track must be a MotorSport approved facility.
9. Sufficient coloured stickers are supplied for "Passed Scrutineering" purposes.

SCRUTINEERING

1. The entrant, or driver on the day, shall complete a safety scrutineering statement to show that they have checked the items listed thereon and that the entire vehicle and the safety equipment required comply with the rules of the VCC of NZ Inc. and are in a satisfactory and safe condition for the event in which they intend to compete.
2. The entrant or driver on the day shall sign the scrutineering statement to show that they accept full responsibility for the safe condition of their vehicle.
3. Notwithstanding the above and prior to practice commencing, the appointed Scrutineer shall carry out safety audits on randomly selected vehicles. During documentation the Scrutineer will view all logbooks to assist him in his selection. He will check the logbook for accuracy and the date when the Vehicle was last audited. He will pay attention to any items noted as requiring repair. The Scrutineer will sign off the logbook at each event, recording attendance, venue and date. A full audit must be carried out and noted at every third event. An audit must also be carried out and noted if six months have passed since the last audit.
Any vehicle involved in an accident shall be re-scrutineered before taking any further part in an event.
4. All vehicles must be fitted with an ignition switch within reach of the driver. For vehicles not using an easily identified original equipment switch, the ignition switch is to be clearly marked with the words “**on**” and “**off**”. Electric fuel pumps must be connected so that they are inoperative with the ignition switch in the “**off**” position.
5. Throttle mechanisms, hand or foot, must be fitted with dual return spring(s) in such a manner, that if any part of the linkage between the driver’s control(s) and the throttle plate should become detached, the throttle will return to the idle position.
6. Vehicle noise emissions must be environmentally acceptable and must not exceed 95 DBA.
7. Vehicles running on methanol fuel must be clearly labeled with a white ring around the fuel filler and the entrant must declare the use of such fuel on their entry form and Vehicle Safety Statement.
8. Fire extinguishers must be fitted and fully operational with current certification or be equipped with a gauge indicating condition, and must be firmly bolted to the vehicle by two bolts and panel washers.
9. Batteries must be securely clamped down so that they cannot fall out if the vehicle is overturned.
10. Loose articles, e.g. toolboxes, fuel cans etc, must be removed from the vehicle before any competition commences.
11. Roll over protection and harnesses, where required, must be to the approved standards laid down by MotorSport New Zealand. Seat belts, where required, must be to current wof standard. Belts must be securely attached to the vehicle and adequately support the driver in competition.
12. The VCC Competition Log Book must be presented and signed by the Scrutineer.
13. Ensure that an initialed “Passed Scrutineering” coloured sticker is attached in a similar location on each vehicle windscreen.
14. For circuit events only, where possible without vehicle modification, all vehicles with crankcase breathers venting to atmosphere must be fitted with a suitable catch bottle to contain any escaping lubricant
15. For circuit events only, where possible without vehicle modification, all vehicles with non-sealed cooling systems to be fitted with a suitable over-flow catch bottle.
16. Any vehicle which has sustained damage during an event **MUST** be presented to the Scrutineer for checking and approval to continue to participate in the event. The Log Book and Log Book Register (**23T**) to be noted accordingly.

FLAG MARSHALS

1. At each post where flag marshals are stationed there shall be at least one fully operational fire extinguisher with either a current date certificate or fitted with a gauge showing its condition. Also at each post shall be the appropriate signaling flags. A red flag to signal a driver to stop is the minimum requirement for events other than track racing events.
2. Where more than one vehicle is on the course at any given time there shall be two marshals at each post
3. Where more than one vehicle is on the course at any given time, there shall be sufficient marshalling points to command a view of the entire course and all marshals shall be in visual contact with the posts on either side of them.
4. Where only one vehicle is on the course at any given time there shall be sufficient marshalling positions to command a view of the entire course.
5. In all cases marshals at each marshaling position shall be in contact with the Clerk of the Course either visually or by two-way radio.

FLAG COLOURS AND USE

The principal flags used at motor racing tracks are as follows:

1. RED FLAG

During Practice: The practice session has been stopped. Proceed slowly with maximum caution to your pit area. Be prepared to stop if signaled.

During Racing: The race has been stopped. Proceed slowly with maximum caution to the starting grid and await instructions. Be prepared to stop if signaled.

2. YELLOW FLAG

At all times:

Waved: Slow down. Do not overtake. Be prepared to change direction or follow an unusual line. There is a hazard on the track.

Double Waved: Slow down. Do not overtake. The track is wholly or partially blocked. Be prepared to stop.

3. YELLOW FLAG WITH RED STRIPES

Waved: Deterioration of adhesion imminent. (e.g. Oil on track ahead)

4. LIGHT BLUE FLAG

During Practice:

Waved: A faster vehicle is about to overtake you. Give way urgently.

During Racing:

Waved: You are being lapped. Let the other vehicle through immediately.

5. GREEN FLAG

At all times: All clear at end of danger area marked by yellow flag(s)

Optional use: Start warm up lap.

6. BLACK FLAG

Displayed Together with Your Number: You must stop at your pit within one lap.

7. ORANGE DISC ON BLACK FLAG

Warning of apparent mechanical failure or fire. The black flag, and orange disc on black flag, will only be used by the start – finish Flag Marshall. It will be used to stop an individual vehicle from racing. It will be used where there is a problem with a vehicle or the manner with which it is being raced. If you receive either of these flags, (your car number will be shown on a board), stop racing immediately. Proceed to your pit with caution. The Clerk of the course will contact you.

8. BLACK AND WHITE CHEQUERED FLAG

At all times: End of race or practice.

9. WHITE FLAG

Waved: A much slower vehicle may seriously obstruct you.

LIGHTS – For Exiting the Pits

Where lights are used during practice, drivers must stop if the red light is on and may proceed to join the circuit when the red is turned off and the green light is on. The red light signifies that it is unsafe to join the circuit as a vehicle is approaching the merge point between the pit exit lane and the circuit.

For Vehicles starting a race from Pit Lane

Drivers who are directed to start from pit lane will be held on the red light until the Clerk of the Course orders the red light to be extinguished and the green light turned on.

NOTE: In some instances Clerk of the Course may use red and green flags to control vehicles exiting from the pit lane.

ESSENTIAL SERVICES

MEDICAL

At all times during the course of the event there shall be at least one vehicle, with a designated driver, reserved and suitable for transporting a minimum of two injured persons on stretchers to the nearest medical centre. In addition there shall be a minimum of one qualified first aid officer, paramedic and/or doctor, suitably equipped, at the event at all times.

BREAKDOWN AND CRASH RECOVERY

A breakdown vehicle and/or crash truck **suitably equipped for righting an overturned car or to rescue a driver from a damaged vehicle** shall be on site with a designated driver in suitable protective clothing during the course of the event.

For circuit events a designated Fast Intervention Vehicle with a minimum of two crew in full fireproof protective clothing and equipped with fire extinguishers must be on standby with crew **IN THE VEHICLE** in the pit lane or a suitable position on the circuit at all times when competitors are on track.

COMMUNICATIONS

The above services must be in two way radio contact with the Clerk of the Course at all times.

ELIGIBILITY

1. All vehicles as defined by the rules of the Club and accepted under those rules are eligible for speed events. Eligibility for events may be restricted to specific vehicle categories or types, at the organiser's discretion.
2. All vehicles accepted must be entered by a financial member of the Vintage Car Club of New Zealand (Inc). The driver on the day shall be a financial member of the Vintage Car Club of New Zealand (Inc)
3. A current VCC Vehicle Identity Card and VCC Competition Log Book must be presented for all vehicles entered.
4. A vehicle may not carry commercial advertising, except in the case of genuine historic racing vehicles, which may compete in their original livery. Signage, such as "**Austin Special**" or **period**, oil or sparking plug decals are not considered commercial and are at the discretion of the organiser. Recognition of a major sponsor of an event or car by way of removable stickers on cars is acceptable but should be approved by the organiser.
5. All production vehicles must retain full interior and exterior trim, except in the case of genuine historic racing vehicles, which may compete in their original racing configuration. Wheel trims and/or hubcaps to be removed prior to Scrutineering.
6. On Circuit events, all Post 1960 open cars require an approved roll bar and safety harness. A dispensation can be granted for vehicles considered a Production Over Run. The appointed Speed Steward's decision will be final.
7. All drivers shall be required to sign the Club indemnity form. They may also be required to show their current Club membership card and driving licence.
8. All drivers must attend a driver's briefing prior to competing. The briefing will cover starting, finishing and emergency procedures and the meaning and use of flags, and lights if used.
9. All drivers must take part in at least one official practice prior to competition commencing.
10. Any driver who is not present at the briefing or does not complete practice must personally contact the Clerk of Course.

TYRES

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.

RACE TYRE FOR CIRCUIT RACING AND SPEED EVENTS

Cars in period 1931 to 1971 must use Dunlop Vintage or L section racing tyres which have 204 compound only and tread pattern CR65 or earlier

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 with the capability of the car.

DRIVER'S EQUIPMENT

Drivers are reminded of the danger of wearing loose or inflammable clothing (most synthetics are highly inflammable). The wearing of overalls is compulsory. For single vehicle timed events i.e. hill climbs, sprints etc one piece **cotton** work overalls are acceptable as a minimum standard, although single layer **fire retardant** overalls are preferable.

For events where cars are racing together on the same circuit, **flame proof** overalls are required. Minimum of multi-layer or single layer with **woollen** underwear and socks.

Crash helmets are compulsory for all speed events. Helmets are to be to NZ Standard NZ 5430 or equivalent standard. These include:

Australia	AS1698
Britain	BS6658-85 type A (blue label)
Snell Foundation	Snell SA90, Snell M90, Snell M95, Snell M2000, Snell M2005
America	Ansiz – 90.1, Ansiz – 90.1-1992
Europe	“E” mark. Homologation numbers 02,03,04,05,06,07 etc followed by the manufacturers production number. (The first two digits represent the year of the series amendments and will advance each calendar year). Note: the number within the “E” mark circle is not the year of manufacture but is the approving country's number and should not be confused with the homologation numbers which are beneath or after the “E” mark circle.

Motorcyclists shall be required to wear at least leather gloves and stout boots. Full leathers are strongly recommended.

All motorcyclists and drivers of open cars must wear safety goggles or a helmet visor.

GENERAL

1. No passengers shall be allowed in competing vehicles, except in motorcycle events where a side car passenger will be permitted. Where a vehicle has been originally designed in such a manner that a passenger is necessary for its safe operation, an application may be made to the Steward for an exemption. Such an exemption shall be entirely at the Steward's discretion and will apply for that meeting only. The passenger shall be required to wear the appropriate safety apparel as specified in “**Driver's Equipment**”
2. All vehicles must have current NZ Transport Agency (formally Land Transport NZ and previously LTSA) Registration and current Warrant of Fitness, except where trailered to events run on private venues or roads not open to the public for the duration of the event.
3. No alcohol is to be consumed by drivers or marshals during the event.
4. The organising committee reserves the right to refuse any entry without giving a reason and to cancel the event and if necessary in the event of an emergency to issue further supplementary regulations.
5. The appointed VCC Steward is the ultimate authority during the running of a speed event and his/her decision on all matters shall be final and absolute for drivers, marshals and the local organising committee.
6. A copy of these standard regulations must be available at all speed events organised by any branch.

DISPUTES

Vintage Car Club events are not intended to be highly competitive, therefore, disputes are not expected. If a dispute does arise this will be considered and ruled upon by the Steward and/or the Clerk of Course on the day of the event.