SECTION 9 – HISTORIC RACING / SPEED EVENTS

9.1 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 National Speed Steward can be contacted for help or advice. Refer to SECTION 8.5 of the Club Procedures Manual for guidelines for organisers.

A permit is required for a speed event as defined above. The permit application must include the name of the proposed Event Speed Steward, plus the Clerk of the Course and Scrutineer, who have agreed to be in attendance and who will be approved by the National Speed Steward when the permit is granted.

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 Vintage Car Club of New Zealand Incorporated
PO Box 76063
Northwood
CHRISTCHURCH 8548

National Speed Steward
Email: speedsteward@vcc.org.nz

An application for a speed event permit as contained in the Club Procedures 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 along with an Event Safety Plan and any supplementary regulations pertaining to the event. NOTE: **The entry fee must cover the Event Speed Steward's travel and accommodation costs (if any)**.

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

Please Note: The entry form must contain the Medical Declaration text shown in 9.4.1.

EVENT ORGANISER'S RESPONSIBILITIES:

The Organiser shall be responsible for ensuring that:

1. All entry forms are correctly completed and signed.
2. All entrants hold a current VCC Membership Card or that of a kindred overseas motoring organisation.
3. All entrants have completed a VCC Safety Statement.
4. All vehicles must have a current VCC Vehicle Identity Card ("VIC"). **Note: When used in conjunction with a Motorsport NZ event, the VIC must not have been issued more than 10 years previously.**
5. All vehicles must have a VCC Competition Log Book or MotorSport NZ COD or Log Book, or overseas equivalent.
6. All drivers must hold a current New Zealand VCC Historic Racing Licence**,** or current Motorsport NZ Competition Licence. Organisers should take care to ensure drivers are fully proficient with all the rules and associated activities relating to the VCC Speed Events.
7. 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 Event Speed Steward in attendance.
8. All supplementary regulations and/or regulations required by the track or property owners are understood by the Clerk of Course and the Scrutineer(s).
9. 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 NZ approved facility.
10. Sufficient coloured stickers are supplied for "Passed Scrutineering" purposes.

CLERK OF THE COURSE RESPONSIBILITIES

The Clerk of the Course is to be appointed by the organising branch to follow The Vintage Car Club of New Zealand Incorporated (VCC) rules as set out in the Club Procedures Manual.

If deemed appropriate due to complexity or event logistics, an Assistant Clerk of the Course may also be appointed.

The Clerk of the Course is NOT able to compete in the event.

Prior to the event
For joint events with MotorSport New Zealand Clubs, the Clerk of the Course is responsible for communication between the VCC and the MotorSport NZ Club.

The Clerk of the Course is responsible for ensuring an acceptable Event Safety Plan is drawn up. This is to include the location of flag marshals, spectator marshals and a list of emergency service contact numbers. The plan must be forwarded with the Event Permit Application.

During the event
The Clerk of the Course is to wear the Club issued identification at all times.

The Clerk of Course shall be responsible for ensuring that:

1. Sufficient competent scrutineers are available.
2. Sufficient experienced briefed flag marshals and spectator marshals are available and in place as per the Event Safety Plan.
3. Sufficient medical, fire and rescue services are available and in place as per the Event Safety Plan.
4. All appropriate documentation – including entry form, scrutineering form, VCC Vehicle Identity Card, VCC Competition Log Book and VCC Historic Racing Licence have been completed and checked for all drivers and signed off.
5. Sufficient two-way radios, or other mobile communications of a suitable quality are in place.
6. All competing vehicles on the start line or dummy grid have a valid “Passed Scrutineering” coloured sticker attached.

The Clerk of Course is to ensure a roll call is made immediately prior to a full briefing given to all drivers. Where a combined event takes place with a MotorSport NZ Club, then only one briefing is required for all competitors.

If a driver is not present at the roll call the Clerk of the Course must ensure that a full briefing is given to the driver before they are able to take part in the event. All drivers must complete an official practice. *No practice, no briefing, no drive!*

Once this is done the Clerk of the Course will invite the appointed Event Speed Steward to check the course and give approval for the event to commence.

VCC EVENT SPEED STEWARD RESPONSIBILITIES

The Event Speed Steward is NOT able to compete in the event.

The Event Organiser is responsible for providing an Event Speed Steward for their event. This Steward will be approved by the National Speed Steward when a permit is applied for.

The VCC Event Speed Steward shall ensure that:

1. They make themselves known to the Event Organiser and the Clerk of the Course and in the event of a combined meeting, the MotorSport NZ Officiating Steward.
2. All regulations are observed and that all services listed in the Event Safety Plan are present and operational and conform to the venue safety standards as required by the VCC of NZ and MotorSport NZ.
3. If sickness or other prevents the appointed Event Speed Steward from officiating, he/she has the power to appoint a substitute who is well versed in speed events and VCC Speed Regulations. The National Speed Steward must be informed by phone, prior to the event commencing.
4. In the case of a breach of these regulations, or if in the opinion of the VCC Event Speed Steward there is a danger to drivers, marshals or spectators, the VCC Event Speed Steward may stop the event.
5. The appointed VCC Event Speed Steward shall act as the Club Authority in the event of an accident and will take charge of the accident site and any investigation.
6. An investigation will take place in the event of any person suffering a serious injury with any likelihood of death or needing to be taken from the venue for medical attention. The National Speed Steward's procedure form for injury accidents (SSIAP:1) gives a guide to carrying out these investigations.
7. The VCC Event Speed Steward will complete a report after the event and return it promptly to the National Speed Steward (report form SSRP:1 will be supplied to the Event Speed Steward for this purpose). The SSRP:1 must be accompanied by the completed VCC Documentation Check Sheet.
8. The VCC Event Speed Steward will be identified by an official VCC Licence, which will be renewed bi-annually. Identification must be worn at all times.
9. The VCC Event Speed Steward will at all times, exercise their authority with tact and discretion.
10. The VCC Event Speed Steward has the power to appoint a safety officer to assist in all matters of safety and driver behaviour.
11. The VCC Event Speed Steward has the power to revoke a Historic Racing Licence for the duration of an event.

SCRUTINEERING

1. The entrant, or driver on the day, shall complete a safety 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 and are in a satisfactory and safe condition for the event in which they intend to compete. The entrant or driver on the day shall sign the safety statement to show that they accept full responsibility for the safe condition of their vehicle.
2. Notwithstanding the above and prior to practice commencing, the appointed Scrutineer shall carry out safety audits on randomly selected vehicles. **Any items that don't pass a safety check must be noted in the log book of that vehicle**. 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.

3. 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.
4. 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.
5. Vehicle noise emissions must be environmentally acceptable and must not exceed 95 DBA.
6. Vehicles running on methanol fuel must be clearly labelled 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.
7. 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 and extinguishers must have a double strap.
8. Batteries must be securely clamped down so that they cannot fall out if the vehicle is overturned. Terminals should have suitable protection to avoid any risk of shorting.
9. Loose articles, e.g. toolboxes, fuel cans etc, must be removed from the vehicle before any competition commences.
10. Roll over protection and harnesses, where required, must be to the approved standards laid down by MotorSport New Zealand, and meet the required replacement timeframes. 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.
11. The VCC Competition Log Book or MotorSport NZ Log Book must be presented and signed by the Scrutineer.
12. The Scrutineer must ensure that an initialled "Passed Scrutineering" coloured sticker is attached in a similar location on each vehicle.
13. 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.
14. For circuit events only, where possible without vehicle modification, all vehicles cooling systems to be fitted with a suitable over-flow catch bottle.
15. 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 or lights. 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 marshalling 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:

RED FLAG	**During Practice**:	The practice session has been suspended. All vehicles shall immediately reduce speed significantly and are to proceed to Pit Lane. Remain in single file, no overtaking and move to the inside of the circuit. Be prepared to stop if signaled.
	During Racing:	The race has been stopped. Proceed slowly with maximum caution to the Red Flag Control Line and await instructions. Be prepared to stop if signaled.
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.
YELLOW FLAG WITH RED STRIPES	**Waved**:	Deterioration of adhesion imminent. (e.g. Oil on track ahead)

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.

GREEN FLAG	**At all times**:	All clear at end of danger area marked by yellow flag(s)
	Optional use:	Start warm up lap.
BLACK FLAG	**Displayed together with your number**:	You must stop at your pit within one lap.
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.
BLACK WITH WHITE CHEQUERED FLAG	**At all times**:	End of race or practice.
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

For all events held on a MotorSport NZ approved circuit all Essential Services must conform to the Circuit Safety Standard laid down by MotorSport NZ.

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

Please see the eligibility matrix's below, and use them as a guide only, as more detail is specified in these regulations and they must prevail.

VCC Historic Circuit Racing Eligibility			
Eligibility	**Pre-31 Dec 1960**	**1 Jan 1961 to 31 Dec 1965**	**Historic Race Vehicle**
Roll Protection	Roll protection not required but is strongly recommended. From 1 June 2026 new log book applications for open cars require MSNZ Certified Roll protection, as do all Replica Pre 1960 cars. See regulations.	MSNZ Approved Roll Protection required if open. Roll protection is highly recommended in closed cars.	As stated for both age categories.
Belts	Seatbelts as per WOF, if fitted. Approved harness if Roll protection fitted	MSNZ Approved Harness if Roll protection fitted.	As stated for both age categories
Helmets	NZ 5430 or equivalent. See Section 9.	NZ 5430 or equivalent. See Section 9.	NZ 5430 or equivalent. See Section 9.
Suit	MSNZ Level B or above	MSNZ Level B or above	MSNZ Level B or above
Wheels	Correct for period of car.	Correct for period of car.	Correct for period of car.
Tyres	Appropriate Dunlop, Avon or Hoosier tyres. (See Sect. 9.) Or Road Legal non-directional 65 profile tyre.	Appropriate Dunlop, Avon or Hoosier tyres. (See Sect.9.) Or Road Legal non-directional 65 profile tyre.	Appropriate Dunlop, Avon or Hoosier tyres. (See Sect.9.) Or Road Legal non-directional 65 profile tyre.
Fitout	Full Interior Trim, if applicable. No hub caps. See Section 9 for further requirements.	Full Interior Trim. No hub caps. See Section 9 for further requirements.	No Trim Required. No hubcaps. See Section 9 for further requirements.
VIC or COD	Less Than 10 Yrs Old	Less Than 10 Yrs Old	Less Than 10 Yrs Old
Logbook	VCC or MSNZ but not both.	VCC or MSNZ but not both.	VCC or MSNZ but not both.
License	VCC or MSNZ	VCC or MSNZ	VCC or MSNZ
Membership	VCC	VCC	VCC

VCC Historic Non-Circuit Eligibility				
Eligibility	**Pre-31 Dec 1960**	**1 Jan 1961 to 31 Dec 1965**	**Post 30 Years Old**	**Historic Race Vehicle**
Roll Protection	Roll protection not required. See regulations.	Roll protection not required, unless open. See regulations.	Roll protection not required, unless open.	Roll protection not required unless open and post Dec 1960.
Belts	Seatbelts as per WOF, if fitted.	Seatbelts as per WOF, if fitted. Approved harness if roll protection fitted. See regulations.	Seatbelts as per WOF, if fitted.	MSNZ Approved Harness if roll protection fitted
Helmets	NZ 5430 or equivalent. See Section 9.	NZ 5430 or equivalent. See Section 9.	NZ 5430 or equivalent. See Section 9.	NZ 5430 or equivalent. See Section 9.
Suit	MSNZ Level B or above	MSNZ Level B or above	MSNZ Level B or above	MSNZ Level B or above
Wheels	Correct for period of car.	Correct for period of car.	Correct for period of car	Correct for period of car.
Tyres	Road Legal non-directional tyre appropriate to period of car.	Road Legal non-directional tyre appropriate to period of car.	Road Legal appropriate to period of car.	Road Legal non-directional tyre appropriate to period of car.
Fitout	Full Interior Trim if applicable. No hub caps.	Full Interior Trim. No hub caps.	Full Interior Trim. No hub caps. See Section 9 for further requirements.	Full Interior Trim. No hub caps. See Section 9 for further requirements.
VIC or COD	Less Than 10 Yrs. Old	Less Than 10 Yrs. Old	Less Than 10 Yrs. Old	Less Than 10 Yrs. Old
Logbook	VCC or MSNZ but not both.	VCC or MSNZ but not both.	VCC or MSNZ but not both.	VCC or MSNZ but not both.
License	VCC or MSNZ and NZTA if on public road sections.	VCC or MSNZ and NZTA if on public road sections.	VCC or MSNZ and NZTA if on public road sections.	VCC or MSNZ and NZTA if on public road sections.
Membership	VCC	VCC	VCC	VCC

Please note the differences between the regulations for circuit events and non-circuit events (hill climbs, bent sprints etc.), particularly pertaining to tyres, safety equipment, and eligible vehicle age.

All vehicles as defined by the rules of the Vintage Car Club and accepted under those rules are eligible for speed events. For circuit racing the vintage vehicle class is defined as those constructed prior to 31st December 1965. Eligibility for events may be restricted to specific vehicle categories or types, at the organiser's discretion.

1. All vehicles accepted must be entered by a financial member of The Vintage Car Club of New Zealand. The driver on the day shall be a financial member of The Vintage Car Club of New Zealand or an overseas kindred club.
2. A current VCC Vehicle Identity Card and VCC Competition Log Book or MSNZ Log Book and COD must be presented for all vehicles entered. Note: **When used in conjunction with a Motorsport NZ event, the VIC or COD must not have been issued more than 10 years previously.**
3. 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 Event 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 Event Organiser.
4. 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.
5. All post 1960 open cars require MSNZ approved roll protection. This includes all cars built post 1960 as a replica or tribute to a pre-1960 car, (including Jaguar C Type etc).
6. An "open car" includes all convertible/soft top cars, and those fitted with a removeable hard top.
7. It is also strongly recommended that all open cars (as defined above), have approved roll protection.
8. All drivers shall be required to show their current Club membership card and driving licence.
9. 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.
10. All drivers must take part in at least one official practice prior to competition commencing, unless exempted in writing by the CoTC.
11. Any driver who is not present at the briefing or does not complete practice must personally contact the Clerk of the Course for approval to compete.

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

Cars in period 1931 to 1971 must use Dunlop Vintage L or M section racing tyres which have 204 compounds only and tread pattern CR65 or earlier. Alternatively, Hoosier VFF Tyres models 44165, and Avon ACB9 tyres with A46 compound may be used.

ROAD TYRE FOR CIRCUIT RACING

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 65% minimum and cannot be directional in any form.

ROAD TYRE FOR NON-CIRCUIT EVENTS SUCH AS HILLCLIMBS AND BENT SPRINTS

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). Tyres should be of an appropriate aspect ratio and tread pattern for the period of the car.

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.

WHEELS

Wheels should be appropriate for the era of the vehicle and should be suited to the tyre width and profile.

FUEL STORAGE IN THE PITS

Competitors should only be storing a Maximum of 40 Litres of fuel in their pit areas.

All competitors must keep at least one 60B rated 4.5KG dry powder fire extinguisher in their pit area. (The extinguisher in the car does not count)

If refuelling/defueling is required, it will be carried out in the pit garage away from activities. Those involved in refuelling/defueling should be wearing the appropriate PPE as good practice.

DRIVER'S EQUIPMENT

Drivers are reminded of the danger of wearing loose or inflammable clothing (most synthetics are highly inflammable).

Clothing Chart:

	Chart (1) – Protective Clothing Types / Standards					
	Overall	Underwear	Socks	Shoes	Gloves	Balaclava
	One-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet	Garments designed to be worn between the overall and the wearer's body entirely covering the wearer except for the head, hands and feet	One-piece close fitting garment covering at least to mid-calf	Garment that covers the whole foot and ankle	Garment that covers the whole hand and wrist	One-piece close fitting garment that covers the head and neck
A	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)
B	FIA Norm 1986 ISO 6940(8) Multi-layer SFI 3.2A/5(4) Multi-layer FR material(3)	SFI 3.3,(7) ISO 6940(7, 8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)
C	SFI 3.2A/1,(5) ISO 6940(8) Single-layer FR material(3)	Cotton(6) Wool	Cotton(6) Wool	Leather	Leather	–

For all permitted speed events level B (as above) is the minimum standard.

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) Valid for 10 Year past manufacture.

Snell Foundation: Snell SA 2005 and later, M2005 and later, K2005 and later.

Europe: "E" mark. Homologation numbers 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.

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 Event Speed Steward for an exemption. Such an exemption shall be entirely at the Event Speed 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 Event Speed 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 AND PENALTIES

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 Event Speed Steward and/or the Clerk of the Course on the day of the event. A list of optional time penalties is included in these regulations.

The implementation of penalties at any meeting will be notified prior to the meeting via supplementary Regs, and will be at the discretion of the Organiser.

National Speed Steward

The Vintage Car Club of New Zealand Incorporated

9.2 SPEED EVENT PENALTIES

June 2026

CIRCUIT EVENTS

BREACH	PENALTY	ADDITIONAL PENALTY
Making a false start	1. Addition of max 5 sec to race time	
Leaving the Circuit, gaining an advantage and not redressing	1. In Qualifying - loss of lap time 2. In Race - up to 30 second time penalty	Multiple offences may incur grid penalty of three places
Disregard of red or orange flags / lights	1. Conversation/Warning 2. Exclusion of next race 3. Exclusion from meeting	Endorsement of Competition Licence for min 3 months and max. 6 months
Breach of Code of Driving Conduct	1. Exclusion from practice or Qualifying session 2. Addition of up to max. 30 seconds to race time	Exclusion from Race Meeting
Careless driving causing or likely to cause an incident	1. Exclusion from practice or Qualifying session 2. Addition of up to a max. 60 seconds to race time	Exclusion from Race Meeting
Dangerous driving causing or likely to cause a crash, including driving off the Circuit	1. Exclusion from practice or Qualifying session 2. Exclusion from race 3. Exclusion from future Race Meetings	Exclusion from Multiple Race Meetings

* In each situation an approach of explanation / education (if needed) and constructive discussion will be taken.

9.3 APPLICATION FOR SPEED EVENT PERMIT

THIS APPLICATION SHOULD BE FORWARDED AT LEAST ONE MONTH PRIOR TO THE EVENT TO:

NATIONAL SPEED STEWARD
THE VINTAGE CAR CLUB OF NEW ZEALAND INCORPORATED
PO BOX 76063
NORTHWOOD
CHRISTCHURCH 8548 or *speedsteward@vcc.org.nz*

Event: _____

Host: _____
(BRANCH OR RALLY COMMITTEE)

Organiser/s: _____
(OR CLUB CAPTAIN)

Venue/s: _____

Clerk of the Course: _____

Event Speed Steward:_____
(Who has agreed to be in attendance and who will be approved by the National Speed Steward when the permit is granted)

Scrutineer/s: _____

Co-organisers: _____
(IF A JOINT VCC/NON-VCC EVENT)

	Date:	Starting Time:
Event	_____	_____
Scrutineering	_____	_____
Briefing	_____	_____

Application made by: _____
(SIGNATURE)

Name: _____
(PLEASE PRINT)

Branch: _____

OFFICE USE: -

Date Received: _____ __

Date Confirmed/Refused: _____

Event Speed Steward Approved By: _____

Comments: _____

_____

9.4 – ENTRY FORM

ORGANISERS USE ONLY	
Class	Comp #
Entry Received	

Event:	Club Hosting:
Venue:	
Date:	Class Entered:
Driver Details:	
Name:	Contact No.
Date of Birth:	Email:
Postal Address:	
Member Club:	Membership #:
Race Licence #:	Race Licence Exp:
NZTA Driver Licence #:	NZTA Driver Licence Exp:
Emergency Contact:	Emergency Phone:
1st Time Driver:	1st Time at Venue:
Vehicle Details:	
Vehicle Make:	Vehicle Model:
Year of Representation:	Engine Make & Year:
Year of Manufacture:	Engine Capacity (cc's):
Colour:	Competition #:
VIC or COD #:	VIC Issue Date:
Logbook #:	
Tyre Brand:	Tyre Size:
Transponder:	
Overalls Make:	Helmet Make & #:
Payment:	

Entry Fee:		Transponder:	
Extra Crew Passes:		**TOTAL TO PAY:**	

Direct Credit to: Bank Account #:
EMAIL ENTRY FORM, MEDICAL DECLARATION & VEHICLE SAFETY FORM TO: Or Post to:

ENTRY FORM Continued

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.

……

……

If you answered Yes above, a medical certificate to confirm your fitness to safely compete in a VCC Speed Event is required by the National Speed Steward and must accompany this form.

- Knowingly withholding any relevant information regarding the above question will result in the immediate cancellation of your Historic Racing Licence for a minimum period of six (6) months.
- If, during the validity of your Historic Racing Licence you should suffer from any medical condition as outlined above you must advise the National Speed Steward accordingly, who may suspend your licence and request a medical certificate to confirm your fitness to take part in a VCC Speed Event.

I AFFIRM THAT THE STATEMENTS MADE BY ME WITH REGARD TO MY MEDICAL HEALTH ARE COMPLETE TRUE AND ACCURATE AND THAT I HAVE READ AND UNDERSTOOD THE VCC SPEED EVENT REGULATIONS, SECTION 9 OF THE VCC CLUB PROCEDURES MANUAL.

SIGNATURE OF APPLICANT: ……

DATED: ……

VCC Speed Events Medical Clearance Form

Applicant Full Name:	
Applicant Email Address:	
Applicant Phone Number:	
Applicant VCC Membership Number:	

Having knowledge of the applicant's medical history and having conducted an examination I am confident that the applicant does not pose a medical risk in VCC race events.

Medical Practitioner Name:	
Name of Medical Practice:	
Date of Issue:	
Signature:	

9.4.1 - OWNER/ENTRANT VEHICLE SAFETY STATEMENT

EVENT:		DATE:	
ENTRANT/DRIVER:		ENTRY NO:	
MAKE & MODEL:		YEAR:	
VCC VIC ID NUMBER:			

PLEASE READ ALL OF THIS FORM BEFORE SIGNING

Entrants bear full responsibility for the safety of their vehicles. You are required as a condition of entry to check each item below and to indicate that it is of sufficiently sound condition and operation to be safe for use in the event in which it is intended to participate. You must then sign this form to indicate that you accept full and total responsibility for the vehicle condition and operation and that you fully indemnify the organisers from any claim arising from the operation of the vehicle or from the failure of any part of the vehicle.

The acceptance of or admission of any vehicle to any event shall in no way whatsoever indicate that the organisers consider the vehicle to be in a safe or satisfactory condition.

WHEELS: spokes, rims, studs, nuts, bearings, wheel trims removed	
TYRES: condition and eligibility see Section 9 ELIGIBILITY of Club Manual	
SPRINGS: U/Bolts, suspension, axles, kingpins, shock absorbers etc	
STEERING: play, tight spots, ball joints etc	
BRAKES: operation, pedal travel, rods, cables, lines, hoses, fluid reservoirs, etc	
ENGINE: cover secure, throttle linkages and double return springs, oil leaks, fuel lines etc	
BODYWORK: security of seats, doors, fuel cap, rear vision etc	
ELECTRICAL: battery secure, accessibility of ignition switch & marking, lamps secure, taped or protected. All live terminals to be covered or insulated	
EXHAUST SYSTEM: secure and acceptable noise level	
MIRRORS: Mirrors providing clear rear vision must be fitted	
GENERAL STANDARD of vehicle and accessories	
SAFETY HELMET and protecting clothing goggles or visor, gloves, footwear etc	
FIRE EXTINGUISHER must have either a pressure gauge showing an acceptable reading and within five years of date of manufacture, secured by two bolts and panel washers and extinguishers must have a double strap	
ROLL OVER PROTECTION: Roll over protection, if applicable, must be to approved standards	
SEAT BELTS: Seat belts, if applicable, must be to approved standards	
VEHICLE IS USING METHANOL FUEL	YES/NO
METHANOL fuel labelling clearly visible as per speed event regulations	YES/NO
CRANKCASE BREATHER: Crankcase breathers fitted with suitable catch bottle	
COOLING SYSTEM: Non-sealed cooling system fitted with overflow catch bottle. The use of non-water based coolant is strongly discouraged.	
TOW POINTS: Clearly marked front and rear of vehicle	

I declare that I have checked the above vehicle and it complies with the requirements of The Vintage Car Club of New Zealand Incorporated Speed Regulations and I accept responsibility for its overall safety:

_____ Date _____

ENTRANT OR DRIVER'S SIGNATURE

RANDOM AUDIT: Note any areas of unsatisfactory reporting.

_____

9.5 – CIRCUIT RACING INVITATION

THE VINTAGE CAR CLUB OF NEW ZEALAND INCORPORATED
…… BRANCH

CIRCUIT RACING INVITATION:

…… CAR CLUB – ……. RACE MEETING

…….MOTORSPORT PARK
DATES……

Members of the VCC have been invited by the …… Car Club of New Zealand, to participate in the above event. This will be open to pre 1965 historic racing cars, sports cars, and sporting type touring cars. It has been agreed with Motorsport NZ that some post 1965 sports and racing cars may be accepted, this will be at the discretion of VCC Officials and Event Organisers. All entrants must have a VCC Vehicle Identity Card (not more than 10 years old), Log Book and Historic Licence, or Motor Sport equivalent. All entrants must be VCC members, or if an overseas competitor, must belong to an appropriate overseas equivalent.

This is an opportunity to exercise your historic car in an appropriate manner with similar cars, where the emphasis is on showcasing and enjoying the vehicles, rather than competition.

All entries will be acknowledged with copies of VCC supplementary regulations, speed regulations, written driver briefing and vehicle safety statement.

If you intend competing at this event, please return the enclosed entry form, medical declaration and Vehicle Safety Statement, **fully** completed together with payment by **……**.

FEES:

Entry includes 2 tickets and vehicle pass	$	0.00
Extra crew passes $0.00 each	$	0.00
Transponder Hire	$	0.00
Total	$	

We accept payment by INTERNET banking. Please remember to enter your name with payment.

*****Bank Account Name A/C 00-0000-0000000-00*****

LUNCH:

Email: …….
Post: ……. ……..Branch VCC
Address:…….
PH (00) 000 0000

…… CAR CLUB INCORPORATED
…… RACE MEETING
DATE……

SUPPLEMENTARY REGULATIONS - PART ONE - CIRCUIT

DRIVERS:

1. All entrants and drivers must be financial members of The Vintage Car Club of New Zealand Incorporated.
2. Drivers require a VCC Historic Racing Licence or MSNZ equivalent.
3. **Helmets** are to meet approved specification:
   NZ5430
   Australia: AS1698.
   Britain: BS6658-85 type A (Blue Label) valid for 10 yrs past manufacture
   Snell Foundation: Snell SA 2005 and later, M2005 and later K2005 and later.
   Europe: "E" mark Homologation numbers 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)
   FHR (Frontal Head Restraint) Devices are strongly recommended to enhance safety.
4. **Race Suits** must be a minimum of FIA approved flameproof two-layer suit to MSNZ Level B specification, including socks, gloves, footwear minimum of leather shoes, no canvas shoes.
5. FIA approved underwear and race boots are strongly recommended.

VEHICLES:

1. Vehicles must have a VCC Vehicle Identity Card and Log Book or MSNZ equivalent.
2. Entries will be limited to pre 31/12/1965 vehicles. All cars entered must accurately represent this period of motor sport. Modifications with later out of period parts are unlikely to be accepted. Some exceptions may be granted at the discretion of the VCC Officials, please seek approval prior to the event.
3. **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 tyres of any given period. To install a tyre of improved technology could impose loadings that exceed the chassis and suspension design parameters.
   RACE TYRES:
   Cars in period 1931 to 1965 must use Dunlop Vintage or L or M section racing tyres which have 204 compound only and tread pattern CR65 or earlier. Alternately, Hoosier VFF Tyres model 44165, or Avon ACB9 tyres with A46 compound may be used.
   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 65% minimum and cannot be directional. THE TREAD PATTERN **MUST** 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 capability of the car.
4. All post 1960 open cars require **MSNZ approved roll bar protection**. This includes all cars built post 1960 as a replica or tribute to a pre-1960 car, (including Jaguar C Type etc).
5. An "open car" includes all convertible/soft top cars, and those fitted with a removable hard top.
6. It is also strongly recommended that **all** open cars (as defined above), have approved roll bar protection.
7. Closed cars do not require roll protection, but it is strongly recommended.
8. If **Safety Harnesses** are fitted, they must meet MSNZ minimum standards, i.e. correctly fitted and within current date requirements. If a lap belt is permitted it must meet current W.O.F standard.
9. Entered cars must have a high standard of overall condition and presentation.

EVENT NAME:
SUPPLEMENTARY REGULATIONS - PART TWO - CIRCUIT
DATE:

1. **JURISDICTION**

This event is a Circuit Racing/ Hill Climb with invitation from …….. for drivers from The Vintage Car Club of New Zealand Incorporated. Held at ……..

The event will be held under these supplementary regulations and subject to Section 9 Historic Racing Speed Event Regulations of the VCC of NZ Club Procedures Manual.

The Vintage Car Club Permit Number is _____.

2. **Major Officials:**

Clerk of the Course ……

Organiser ……

Event Secretary …… ……..

Steward ……

Scrutineer …….

3. **Event Description:**

One test session, one qualifying session and three 6 lap races. Timetable attached.

****Please remember the emphasis for this event is to showcase and enjoy your historic vehicle rather than competition*.

4. **Documentation, Scrutineering, Briefing and Practice:**

Documentation will take place at the venue between ……. and ……. Please bring your VCC VIC, licence and Logbook (or MSNZ equivalent).

Scrutineering will take place at the venue between ……..and……

Official Drivers Briefing/Welcome will be held at …….. Attendance is compulsory.

A separate briefing session will be held for new competitors. In this instance a new competitor is deemed to be a driver competing at one of their first three (3) race events or a competitor who is competing at this circuit for the first time

All drivers must take part in at least one official practice prior to competition commencing, unless exempted in writing by the CoTC.

Any driver who is not present at the briefing or does not complete practice must personally contact the Clerk of the Course for approval to compete.

5. **General Information:**

Pit & Paddock areas – parking for your race vehicle and one service vehicle **only** is permitted in the Paddock area. Trailers must be parked in the allocated area shown on the "Pit Plan".

As paddock space is limited competitors are reminded of the need to occupy a minimum of space as possible.

Lunch options available on site are……..

Camping is available with pack-in from ……..

Please find attached:

- **Entrant list**
- **Timetable**
- **Pit Plan**

Notations to assist in compiling these regulations:

This list covers the main requirements, you may add or delete as required

If conducting a verbal briefing, detail the time and place plus remind the need for all competitors to attend.

Advise of any applicable testing costs.

Avgas/unleaded fuel availability.

9.6 – NON CIRCUIT RACING INVITATION

THE VINTAGE CAR CLUB OF NEW ZEALAND INCORPORATED
…… BRANCH

NON CIRCUIT RACING INVITATION:

…… CAR CLUB – ……. RACE MEETING

LOCATION……
DATES……

Members of the VCC have been invited by the …… Car Club of New Zealand, to participate in the above event. This will be open to historic racing cars, sports cars, saloon cars and sporting type touring cars which are more than 30 years old. All entrants must have a VCC Vehicle Identity Card (not more than 10 years old), Log Book and Historic Licence, or Motor Sport equivalent.

This is an opportunity to exercise your historic car in an appropriate manner with similar cars, on closed roads, where the emphasis is on showcasing and enjoying the vehicles, rather than competition.

All entries will be acknowledged with copies of VCC supplementary regulations, speed regulations, written driver briefing and vehicle safety statement.

If you intend competing at this event, please return the enclosed entry form, medical declaration and Vehicle Safey Statement **fully** completed together with payment by **……..**.

FEES:

Entry includes 2 tickets and vehicle pass	$	0.00
Extra crew passes $0.00 each	$	0.00
Transponder Hire	$	0.00
Total	$	

We accept payment by INTERNET banking. Please remember to enter your name with payment.

*****Bank Account Name A/C 00-0000-0000000-00*****

LUNCH:

Email: …….
Post: ……. ……..Branch V.C.C.
Address:…….
PH (00) 000 0000

…… CAR CLUB INCORPORATED
…… Event
DATE……..

SUPPLEMENTARY REGULATIONS - PART ONE – NON CIRCUIT

DRIVERS:

1. All entrants and drivers must be financial members of The Vintage Car Club of New Zealand Incorporated.
2. Drivers require VCC Historic Racing Licence or MSNZ equivalent.
3. **Helmets** are to meet approved specification:
   NZ5430
   Australia: AS1698.
   Britain: BS6658-85 type A (Blue Label) valid for 10 yrs past manufacture
   Snell Foundation: Snell SA 2005 and later, M2005 and later K2005 and later.
   Europe: "E" mark Homologation numbers 04,05,06,07, etc. followed by the manufactures production number. (The first two digits represent the year of the series amendments and will advance each calendar year)
   FHR (Frontal Head Restraint) Devices are strongly recommended to enhance safety.
4. **Race Suits** must be a minimum of FIA approved flameproof two-layer suit to MSNZ Level B specification including socks, gloves, footwear minimum of leather shoes, no canvas shoes.
5. FIA approved underwear and race boots are strongly recommended.

VEHICLES:

1. Vehicles must have a VCC Vehicle Identity Card and Log Book or MSNZ equivalent.
2. Entries will be limited to vehicles more than 30 years old. All cars entered must accurately represent this period of motor sport. Modifications with later out of period parts are unlikely to be accepted. Some exceptions may be granted at the discretion of the VCC Officials, please seek approval prior to the event.
3. **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 tyres of any given period. To install a tyre of improved technology could impose loadings that exceed the chassis and suspension design parameters.
   RACE TYRES:
   Cars in period 1931 to 1965 must use Dunlop Vintage or L or M section racing tyres which have 204 compounds only, and tread pattern CR65 or earlier. Alternately, Hoosier VFF Tyres model 44165, or Avon ACB9 tyres with A46 compound may be used.
   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 what was appropriate for the period the car represents, and the tyre compound must be a standard road compound and not a special race compound.
   THE TREAD PATTERN **MUST** 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.
4. All post 1960 open cars require **MSNZ approved roll bar protection.** This includes all cars built post 1960 as a replica or tribute to a pre-1960 car, (including Jaguar C Type etc).
5. An "open car" includes all convertible/soft top cars, and those fitted with a removable hard top.
6. It is also strongly recommended that **all** open cars (as defined above), have MSNZ approved roll bar protection.
7. Closed cars do not require roll protection, but it is strongly recommended.
8. If **Safety Harnesses** are fitted, they must meet MSNZ minimum standards, i.e. correctly fitted and within current date requirements. If a lap belt is permitted it must meet current W.O.F standard.
9. Entered cars must have a high standard of overall condition and presentation.

EVENT NAME:
SUPPLEMENTARY REGULATIONS - PART TWO – NON CIRCUIT
DATE:

6. JURISDICTION

This event is a Circuit Racing/ Hill Climb with invitation from …….. for drivers from The Vintage Car Club of New Zealand Incorporated. Held at ……..

The event will be held under these supplementary regulations and subject to Section 9 Historic Racing Speed Event Regulations of the VCC of NZ Club Procedures Manual.

The Vintage Car Club Permit Number is _____.

7. Major Officials:

Clerk of the Course ……

Organiser ……

Event Secretary …… ……..

Steward ……

Scrutineer …….

8. **Event Description:**

One test session, one qualifying session and three 6 lap races. Timetable attached.

****Please remember the emphasis for this event is to showcase and enjoy your historic vehicle rather than competition*.

9. Documentation & Scrutineering:

Documentation will take place at the venue between ……. and ……. Please bring your VCC VIC, licence and Logbook (or MSNZ equivalent).

Scrutineering will take place at the venue between ……..and……

Official Drivers Briefing/Welcome will be held at …….. Attendance is compulsory.

A separate briefing session will be held for new competitors. In this instance a new competitor is deemed to be a driver competing at one of their first three (3) race events or a competitor who is competing at this venue for the first time

10. General Information:

Pit & Paddock areas – parking for your race vehicle and one service vehicle **only** is permitted in the Paddock area. Trailers must be parked in the allocated area shown on the "Pit Plan".

As paddock space is limited competitors are reminded of the need to occupy a minimum of space as possible.

Lunch options available on site are……..

Camping is available with pack-in from ……..

Please find attached:

- **Entrant list**
- **Timetable**
- **Pit Plan**

Notations to assist in compiling these regulations:

This list covers the main requirements, you may add or delete as required

If conducting a verbal briefing, detail the time and place plus remind the need for all competitors to attend.

Advise of any applicable testing costs.

Avgas/unleaded fuel availability.

9.7 - CODE OF DRIVING CONDUCT GUIDELINES

PUBLISHED: June 2026

These guidelines have been produced as a reference for both Officials and Competitors as to how the Code of Driving Conduct, as published in Section 9 of the VCC Club Procedures Manual, should be applied.

Drivers are encouraged to take part in close racing which displays fair and reasonable Driver Conduct which is referred to within Section 9 of the VCC Club Procedures Manual.

A few guiding principles:

1. **Right to the Racing Line:** the Driver in front has the right to choose their line on the track so long as it is not considered blocking. A passing Driver only has the right to their own line when they can make a pass without contact and there is adequate room to achieve it.

2. **Defending**: a Driver may choose to protect their position so long as they do not block. Blocking is defined as changing line to block another competitor more than once on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. If a Driver chooses to change direction on a straight, they must ensure there is no overlap with the vehicle behind. Any contact that has a negative effect on the vehicle behind is prohibited. Drivers are prohibited at all times from changing lines from the entry phase of a corner.

3. **Vehicle to Vehicle Contact:** contact between vehicles when passing, resulting in any vehicle being disadvantaged or any vehicles gaining a lasting advantage is not permitted. A lasting advantage is when contact between vehicles is the only or predominant cause for a loss of position. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another vehicle results. Contact of a minor nature that results in no lasting advantage may not be considered a breach.

4. **Racing Room:** in the situation where a vehicle is required to give “racing room” – it is defined as a full vehicle width between the subject vehicle and the edge of the track or another vehicle.

5. **Responsibilities when Overtaking:** the onus is primarily on the overtaking driver to conduct the overtake safely.

THE CIRCUIT

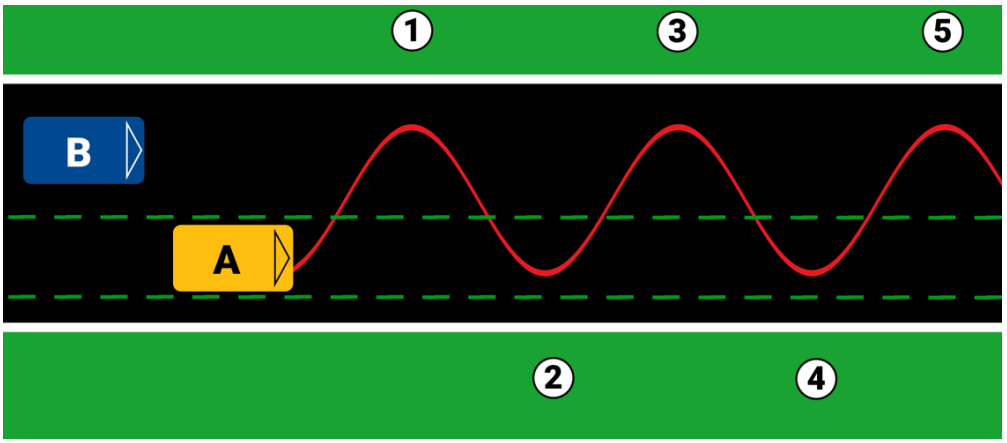
The following section will discuss the 2 key elements of the Circuit and how they should be used during racing when in close proximity to another vehicle.

STRAIGHT

A Driver is not permitted to make more than one change of direction to defend a position.

Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one vehicle width between their own vehicle and the edge of the circuit or another vehicle as they are on the approach to the corner if there is any overlap.

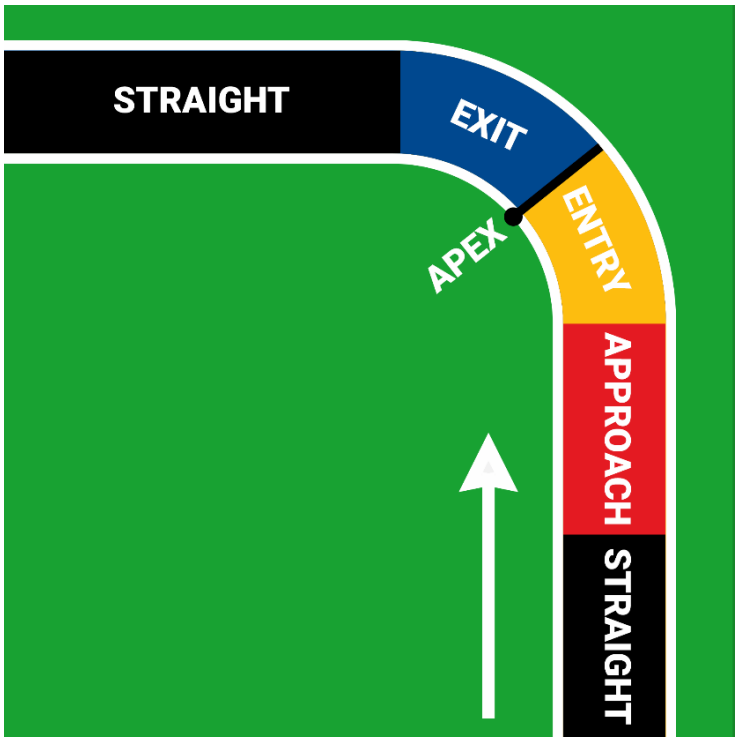
In the diagram below Vehicle A is the "defending" Driver and Vehicle B is the Driver wanting to overtake.



This illustrates the incorrect approach to this by showing Vehicle A making multiple changes in direction whilst trying to defend its position by continually weaving across the circuit in front of Vehicle B.

CORNER BREAKDOWN

It is important to have clear expectations in each "phase" of a corner when an overtake is being attempted:



Approach / Entry: The Approach starts at the point that would be considered the "normal" braking point.

A Driver defending their position should not change line under braking.

During the Approach, for an overtaking Driver making a pass to the inside of a corner, it is expected for them to be left some racing room at the apex if there is **reasonable overlap** – for our purposes, **reasonable overlap is when any part of the overtaking vehicle's front tyres are alongside any part of the other vehicles rear tyres**. A reminder, racing room is at least one vehicle width at the entry phase of the corner to the edge of the circuit or another vehicle.

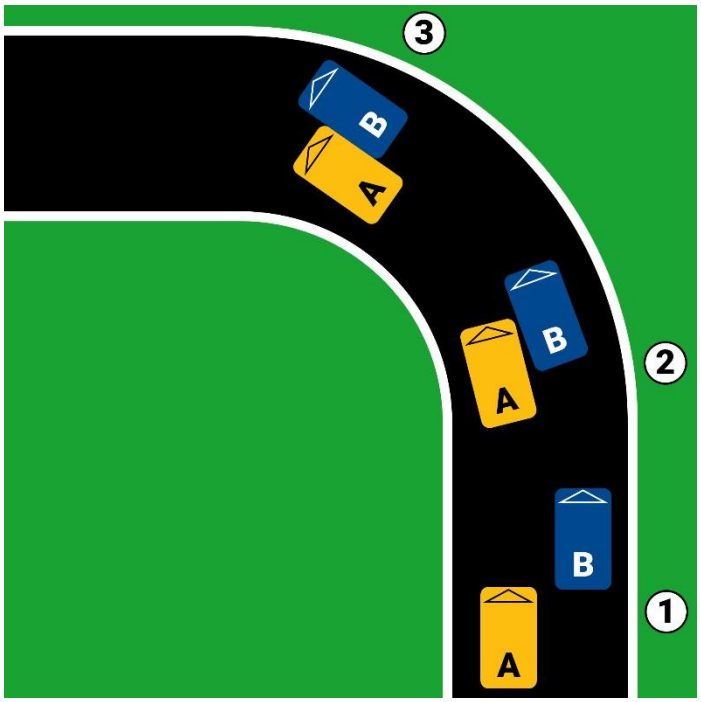
During the Approach, for an overtaking Driver making a pass to the outside of a corner, the same points as above remain relevant however there must also be some consideration as to whether the overtaking vehicle can realistically stay within track limits while making the pass.

Exit:
Past the apex of the corner, there is onus on both Drivers to ensure that no other Driver who has **reasonable overlap** is forced off the circuit.

SCENARIOS

Below are 5 examples of different overtaking scenarios that can be used to provide some guidance on how an overtake may be reviewed if needed.

EXAMPLE 1 - No Reasonable Overlap

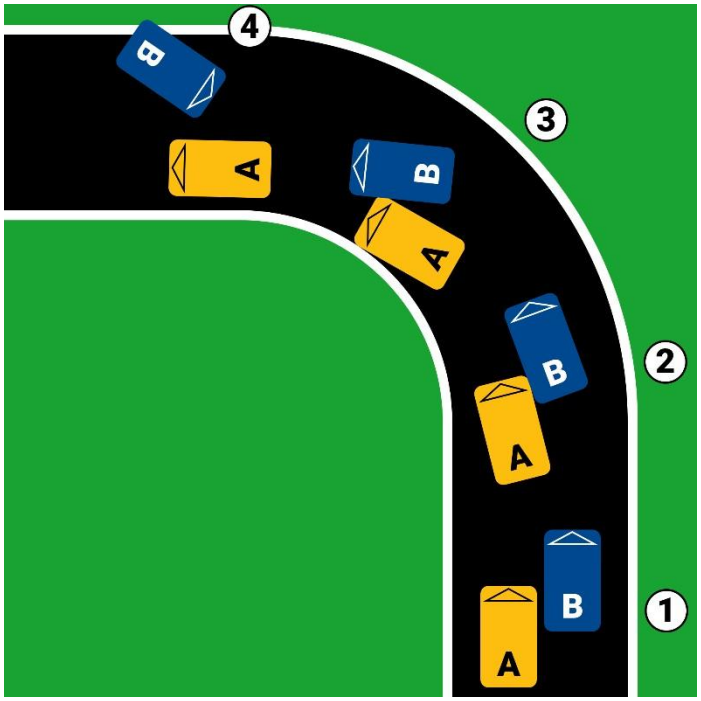


Vehicle A is attempting to pass Vehicle B going into left hand corner.

At point 1 (the approach/entry phase) there is no reasonable overlap. There is contact between the two vehicles at point 3.
Vehicle B is holding his line and leaves room for Vehicle A to make the pass, Vehicle A has an obligation to make the pass without contact.

Vehicle A is at fault.

EXAMPLE 2 - Reasonable Overlap

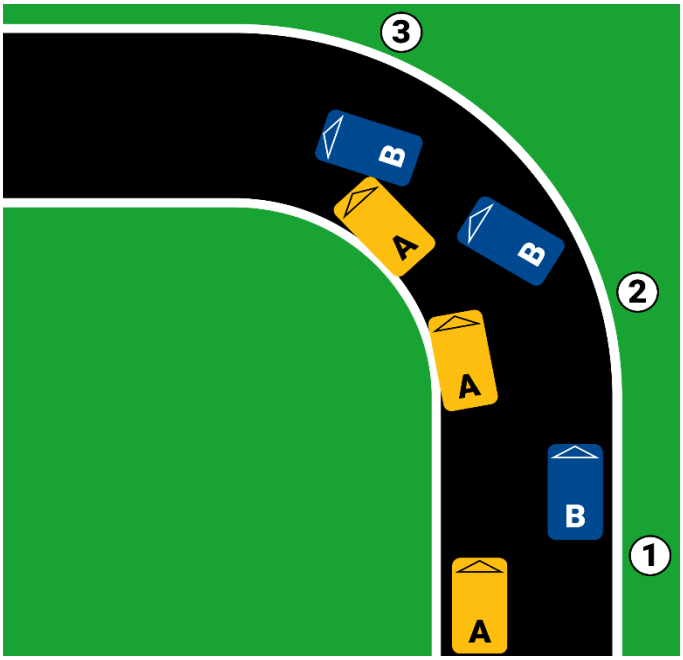


Vehicle A is attempting to pass Vehicle B going into a lefthand corner.

At point 1 (the approach/entry phase) there is reasonable overlap. There is contact between the two vehicles at point 3. At that point, Vehicle A should be left racing room at the apex of the corner by Vehicle B.

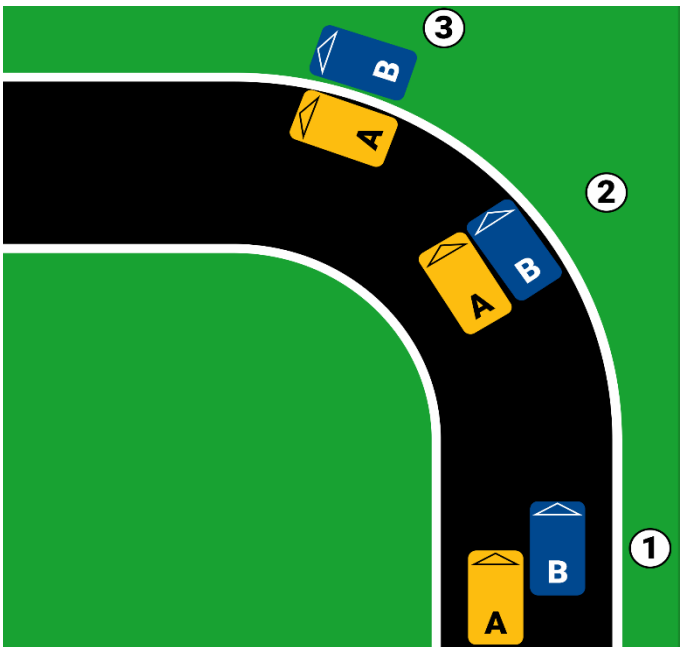
Vehicle B is at fault.

EXAMPLE 3 - Divebomb



Vehicle A has attempted a late "divebomb" pass on Vehicle B into a left-hand corner.

EXAMPLE 4 - Forcing Another Driver off the Circuit

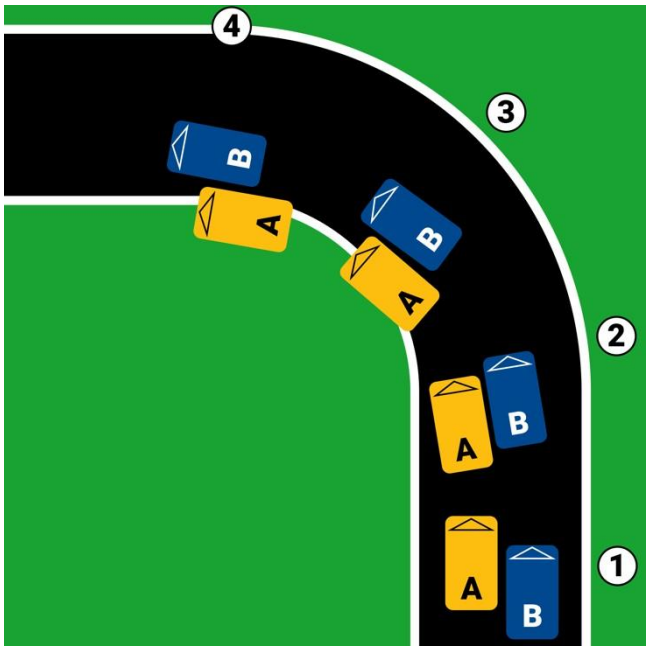


Vehicle A is attempting to pass Vehicle B going into a left-hand corner.

At point 1 (the approach/entry phase) there is reasonable overlap. Both vehicles are then required to provide each other with racing room. At point 3, Vehicle A is forcing Vehicle B off the circuit.

Vehicle A is at fault.

EXAMPLE 5 – Overtaking around the outside



Vehicle B is attempting to pass Vehicle A going into a lefthand corner.

At point 1 (the approach/entry phase) Vehicle B is positioned on the outside of the corner and there is reasonable overlap. Both vehicles are then required to provide each other with racing room. At point 3, Vehicle B is forcing Vehicle A off the circuit.

Vehicle B is at fault.

9.8 - APPLICATION FORM FOR

NEW ZEALAND VCC HISTORIC RACING LICENCE

Issued by The Vintage Car Club of New Zealand Incorporated

under agreement with MotorSport NZ Inc

VALID FOR A FIVE (5) YEAR PERIOD

Last Name: **VCC Membership #**

First Names: **NZ Drivers Licence #**

Age:

Address:

Suburb *City* *Postcode*

Contact Phone # **Mobile #**

Email:

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

***** PLEASE PROVIDE A CURRENT PASSPORT TYPE PHOTO OF YOURSELF *****

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

……

……

……

……

Continued next page

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:

……

……

……

……

……

- 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. The form provided in these regulations on Page 19 may be used if appropriate.
- 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 your Historic Racing Licence you should suffer from any medical condition as outlined above, you must advise the National Speed Steward accordingly, who may suspend your licence and request a medical certificate to confirm your fitness to take part in a VCC Speed Event.

I AFFIRM THAT THE STATEMENTS MADE BY ME WITH REGARD TO MY MEDICAL HEALTH ARE TRUE AND ACCURATE AND THAT I HAVE READ AND UNDERSTOOD THE VCC SPEED EVENT REGULATIONS, SECTION 9 OF THE VCC CLUB PROCEDURES MANUAL.

SIGNATURE OF APPLICANT: ……

DATED: ……

SEND this form, the VCC HRL Licence Test and payment of **$50.00** to:

The Vintage Car Club of New Zealand Incorporated
PO Box 76063
Northwood
CHRISTCHURCH 8548

Bank Account Number ASB 12-3151-0184322-00

Please note the VCC will also accept any category of Motorsport New Zealand competition licence. There is no requirement to also hold a VCC Licence if you are a current MNZ Licence holder

LICENCE TEST

For VCC Historic Racing Licence

All answers can be found in Section 9 of the VCC NZ Club Procedures Manual, if you visit the VCC website https://vcc.org.nz/historic-race-licenses/ **then Download Speed Events Manual – Section 9.**

A 100% score is required to pass.

1. **Must your car have a current WoF to be able to compete?**
   a) Yes
   b) No
   c) Yes, if the event takes place on public roads open to normal traffic

2. **Must your car have a roll-bar?**
   a) Yes, if Post 1960
   b) Yes
   c) No
   d) Yes, if Post 1960 for circuit racing only

3. **What must you do when you see a red flag during practice?**
   a) Stop immediately
   b) Stop at the next flag point
   c) Slow down and be prepared to stop. Proceed to the pits
   d) Slow down and be prepared to stop. Proceed to the Red Flag Control Line

4. **What does a black flag with an orange disc signify, shown with your car number?**
   a) There is a problem with your vehicle. Stop immediately
   b) Reduced visibility, turn on headlights
   c) There is a problem with your vehicle. Stop racing and return with caution to the pits
   d) There may be a problem with your vehicle. Return to the pits if you think it may fail

5. **What does a waved yellow flag signify?**
   a) There is a hazard on the track. Slow down, do not overtake. Be prepared to change direction
   b) There is someone wishing to overtake you
   c) There is a slow car ahead
   d) The race has ended

6. **What do double waved yellow flags signify?**
   a) Return to the pits
   b) Slow down, do not overtake. Be prepared to stop. The track may be blocked.
   c) Stop at the nearest marshal's post
   d) There is a service vehicle ahead

7. Can you carry a passenger in your car?

a) Yes, if the car has a seat and harness for a passenger
b) No
c) No, with the exception of motorcycle sidecars
d) No, with the exception of motorcycle sidecars or where a passenger is required for the safe operation of a car, with approval of the Steward

8. Must you attend the event drivers briefing?

a) Yes
b) No, if a member of your crew attends
c) Yes, unless you have competed at the event previously
d) Only if you are unsure of the event rules

9. If you wish to dispute or protest, who should you approach?

a) Your VCC Branch Chairman
b) The Event Speed Steward
c) The Clerk of the Course
d) b) and c)

10. In the event of an accident, what must happen to your vehicle before returning to the track?

a) You should thoroughly inspect it
b) A mechanic should inspect it
c) The Clerk of the Course must be informed
d) The scrutineer must inspect it

9.9 - APPLICATION FORM TO RENEW
NEW ZEALAND VCC HISTORIC RACING LICENCE

Issued by The Vintage Car Club of New Zealand Incorporated under agreement with MotorSport NZ Inc
VALID FOR A FIVE (5) YEAR PERIOD

Current Historic Race Licence # **VCC Membership #**

Last Name: **First Names:**

Phone Number:

***** PLEASE PROVIDE A CURRENT PASSPORT TYPE PHOTO OF YOURSELF *****

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.

……

……

- 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. The form provided in these regulations on Page 19 may be used if appropriate.
- 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 your Historic Racing Licence you should suffer from any medical condition as outlined above you must advise the National Speed Steward accordingly, who may suspend your licence and request a medical certificate to confirm your fitness to take part in a VCC Speed Event.

I AFFIRM THAT THE STATEMENTS MADE BY ME WITH REGARD TO MY MEDICAL HEALTH ARE TRUE AND ACCURATE AND THAT I HAVE READ AND UNDERSTOOD THE VCC SPEED EVENT REGULATIONS, SECTION 9 OF THE VCC CLUB MANUAL.

SIGNATURE OF APPLICANT: ……

DATED: ……

SEND this form, the VCC Refresher Test and payment of **$50.00** to:

The Vintage Car Club of New Zealand Incorporated
PO Box 76063
NORTHWOOD
CHRISTCHURCH 8548

Bank Account Number ASB 12-3151-0184322-00

Please note the VCC will also accept any category of Motorsport New Zealand competition licence. There is no requirement to also hold a VCC Licence if you are a current MNZ Licence holder.

Licence Refresher for Renewals of

VCC NZ Historic Racing Licence

All answers can be found in Section 9 of the VCC NZ Club Procedures Manual if you visit the VCC website https://vcc.org.nz/historic-race-licenses/ **then Download Speed Events Manual – Section 9.**

A 100% score is required to pass

1. **Must your car have a current WoF to be able to compete?**
   a) Yes
   b) No
   c) Yes, if the event takes place on public roads open to normal traffic

2. **Must your car have a roll-bar?**
   a) Yes, if Post 1960
   b) Yes
   c) No
   d) Yes, if Post 1960 for circuit racing only

3. **What must you do when you see a red flag during practice?**
   a) Stop immediately
   b) Stop at the next flag point
   c) Slow down and be prepared to stop. Proceed to the pits
   d) Slow down and be prepared to stop. Proceed to the Red Flag control line

4. **What does a black flag with an orange disc signify, shown with your car number?**
   a) There is a problem with your vehicle. Stop immediately
   b) Reduced visibility, turn on headlights
   c) There is a problem with your vehicle. Stop racing and return with caution to the pits
   d) There may be a problem with your vehicle. Return to the pits if you think it may fail

5. **What does a waved yellow flag signify?**
   a) There is a hazard on the track. Slow down, do not overtake. Be prepared to change direction
   b) There is someone wishing to overtake you
   c) There is a slow car ahead
   d) The race has ended

6. **What do double waved yellow flags signify?**
   a) Return to the pits
   b) Slow down, do not overtake. Be prepared to stop. The track may be blocked.
   c) Stop at the nearest marshals post
   d) There is a service vehicle ahead

7. Can you carry a passenger in your car?

a) Yes, if the car has a seat and harness for a passenger
b) No
c) No, with the exception of motorcycle sidecars
d) No, with the exception of motorcycle sidecars or where a passenger is required for the safe operation of a car, with approval of the Steward

8. Must you attend the event drivers briefing?

a) Yes
b) No, if a member of your crew attends
c) Yes, unless you have competed at the event previously
d) Only if you are unsure of the event rules

9. If you wish to dispute or protest, who should you approach?

a) Your VCC Branch Chairman
b) The Event Speed Steward
c) The Clerk of the Course
d) b) and c)

10. In the event of an accident, what must happen to your vehicle before returning to the track?

a) You should thoroughly inspect it
b) A mechanic should inspect it
c) The Clerk of the Course must be informed
d) The scrutineer must inspect it

9.10 - APPLICATION FORM

VCC COMPETITION LOG BOOK

Issued by The Vintage Car Club of New Zealand Incorporated under agreement with MotorSport NZ Inc

LAST NAME: **FIRST NAMES**:

VCC MEMBERSHIP #

VCC VIC CARD #: (Must be current and in owner's name)

VEHICLE DESCRIPTION:

ADDRESS:

Suburb *City* *Post Code*

CONTACT PHONE #: **MOBILE #:**

EMAIL:

TYRE SIZE & TYPE:

DOES THIS VEHICLE HOLD ANOTHER LOG BOOK? YES / NO Which Organisation:

SIGNATURE OF APPLICANT: ……

DATED: ……

SEND this form and payment of **$50.00** to:

National Speed Steward
The Vintage Car Club of New Zealand Incorporated
PO Box 76063
Northwood
CHRISTCHURCH 8548

Bank Account Number ASB 12-3151-0184322-00

If your vehicle has a current Motorsport New Zealand Logbook, do not apply for a VCC Logbook. The VCC recognises Motorsport New Zealand logbooks and cars must not have two logbooks

9.11 – ENTRANT CHECK SHEET

CAR #	ENTRANT	VCC MEMBER NUMBER	√	HISTORIC RACING LICENCE NUMBER	√	VCC VIC NUMBER (CHECK DATE)	√	VCC LOG BOOK NUMBER	√	MEDICAL FORM	VEHICLE SAFETY FORM	NZTA DRIVER LICENCE SIGHTED	HELMENT AND OVERALLS	SCRUTINEER CHECK	DRIVER BRIEFING SIGN

9.12 – OVERSEAS ENTRANTS

9.12.1 - SUGGESTED LETTER FOR: OVERSEAS ENTRANTS TO THE VINTAGE CAR CLUB OF NEW ZEALAND INCORPORATED SPEED EVENTS

To enter a VCC of NZ speed event, the following documents will be required:

VCC OF NZ MEMBERSHIP
All entrants must be members of The Vintage Car Club of New Zealand Incorporated. The easiest way to join us is by completing our online membership application form via https://members.vcc.co.nz/registration/

VCC HISTORIC RACING LICENCE
All entrants will need to have a VCC Historic Racing Licence, or an appropriate overseas equivalent. These Licences are renewed every five years. Enclosed is the application form for completion and return.

VCC VEHICLE IDENTITY CARD
All competing vehicles must hold a VCC Vehicle Identity Card (VIC), or an overseas equivalent COD. Enclosed is a 5-page application form, and a page of vehicle classifications. As an overseas entrant your vehicle may have a FIVA Identity Card. This may be acceptable if it is valid and meets VCC of NZ rules. Please forward a copy attached to your entry form for the Club Registrar's approval. For an overseas entrant only, a Date of Manufacture and Authenticity Statement will be accepted for a speed event if a full VIC cannot be completed in time.

Either the VIC or the Date of Manufacture and Authenticity Statement may be of assistance to you in bringing your vehicle into NZ as both define the vehicle as being acceptable to the VCC of NZ. Additional detailed photographs may help expedite your application.

The Vintage Car Club of New Zealand Incorporated is recognised as the Historic Vehicle Authority of New Zealand.

VCC COMPETITION LOG BOOK
A VCC Competition Log Book is not required for overseas entrants who are using an overseas vehicle with an equivalent log book. An event permit form is available for overseas entrants.

ENCLOSURES:
1. VCC of NZ Historic Racing Licence Application Form
2. VCC of NZ Speed Regulations
3. VCC of NZ Vehicle Identity Card Application form (the same form is used for the Date of Manufacture and Authenticity Statement)

9.12.2 - VCC Speed Event Licence for Overseas Competitors

Licensee Name:	
Licensee Phone Number:	
Licensee Email Address:	
Current Overseas Licence Type and number:	
Current Overseas Licence Expiry Date:	
Vehicle Type:	
Vehicle Year:	
Tyre Year:	
Log Book Number:	

Note: Vehicle, Tyres and safety equipment must conform to VCC regulations, and a full audit must be undertaken prior to the event.

Day Licence Issued for the following Events:	
Event Names:	
Licence Duration:	
Licence Issuer:	

9.13 - INCIDENT PROCEDURE GUIDELINES

1. Has the incident caused any injury to driver, marshals or spectators?

   Yes – go to step 2

   No – go to step 3

2. Ensure on-site medical team are attending. If required call 111 for appropriate ambulance/fire brigade assistance. Contact National Speed Steward to advise of situation. National Speed Steward to contact National President and advise of situation.

3. Get driver checked by on-site medical team and have medical form completed with sign-off for driver to continue competing if deemed safe to do so. If competing vehicle has sustained damage, it is to be checked by the event scrutineer to ensure it is safe to continue before being permitted to continue in the event.

4. Has the incident resulted in a fatality or serious injury which may result in a fatality?

   Yes – go to step 5

   No – go to step 8

5. Contact police.
   Get all drivers (if a circuit race), marshals and any other witnesses to give a written statement of what, if anything, they saw, with a contact telephone no. and email address. This to be handed to police and request copies sent to VCC National Speed Steward by email to speedsteward@vcc.org.nz

   Should any competing vehicle have a camera fitted which has filmed the event, remove memory card and if possible, upload a copy of the recording to a laptop. This footage is ONLY to be shown to police, circuit owner/manager and VCC National Speed Steward.

   If anyone has filmed it on a cell phone, if possible, upload a copy of the recording as above, and delete the original.

6. Photograph the scene, paying attention to any marks on the road/track surface which may show the trajectory of the vehicle. If any other vehicle involved, check and record any damage on this vehicle and take a detailed statement from the driver/s involved.

7. If contacted by news media, make no comment at all (and they can be very insistent) and refer them to the National Speed Steward or National President. Ensure that all VCC entrants and officials are also told not to make any comment to media, and again to refer to the National Speed Steward or National President. It is essential to make sure that no footage of the incident ends up in the hands of the media.

8. Ensure VCC Medical report form and accident report form are completed and returned to the National Office.

9. If incident was caused by poor or negligent driving, discuss with the Clerk of the Course if any entrant should be removed from the event and/or have their VCC Competition Licence revoked.

If at any time you are unsure of the correct action to take, contact the National Speed Steward who will work with you, and support any decisions you have had to make as the person representing the VCC National Body at the event.

9.14 - INCIDENT and ACCIDENT REPORT FORM

This form is to be completed by the investigators of the accident such as the Event Organisers/Clerk of the Course, as soon as an accident has occurred.

Attached to this form should also be a **copy of the Event Speed Steward's report** and **any relevant photos or documentation** if available.

If there were any injuries sustained and/or the competitor stood down from competition, a copy of the **on-site medical assessment form** and **clearance to compete form** (if applicable) must also be attached and forwarded immediately to National Speed Steward speedsteward@vcc.org.nz

1. Event and Accident Details

Organising Club		**Permit Number**	
Event Name		**Accident Date/Time**	
Venue		**Accident Locality**	

Please circle the appropriate below:

Status of Event

Circuit Race / Street Race / Hill Climb / Sprint

Session

Testing / Practice / Competition

Weather

Fine / Light Rain / Heavy Rain / Strong Wind

Track Conditions

Dry / Wet

Involving

Competitor / Event Official / Public / Crew

2. Person Details

Person Involved #1	**Person Involved #2**
Driver / Co-Driver / Passenger / Other	Driver / Co-Driver / Passenger / Other
Name	**Name**
Address	**Address**
Contact No	**Contact No**
Date of Birth	**Date of Birth**
Competition Licence Details:	**Competition Licence Details:**
Licence Number	**Licence Number**
Licence Grade	**Licence Grade**
Expiry Date	**Expiry Date**

Treated at/by: _____	**Treated at/by:** _____
Injuries	**Injuries**
Nil / Minor / Serious / Fatal	Nil / Minor / Serious / Fatal
Where were they injured?	**Where were they injured?**
Head / Arms / Torso / Back / Leg / Feet	Head / Arms / Torso / Back / Leg / Feet
Stood down from Competition:	**Stood down from Competition:**
Yes / No / For rest of event only	Yes / No / For rest of event only

3. Vehicle Details

Make / Model _____

VIC number _____

Race Day Number _____

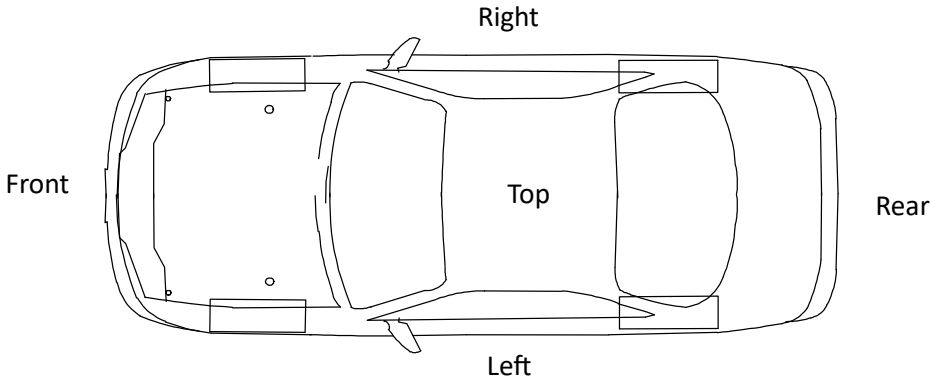
Damage Severity

Nil / Minor / Extensive / Fire

Removed to

Pits / Impounded / Other: _____

Damage Location



4. Accident Diagram

Sketch a diagram of the accident scene, and try to include arrows indicating which way the car/s were travelling, and obstacles and other relevant information that contributed to the accident

Number of photos taken/attached _____

5. Reasons for Accident

Identify the cause of the accident (circle one of more):

Driver / Conditions / Vehicle / Other / Inconclusive:

Factors (incl Driver, Venue and Vehicle):

Was there any substantive contact with any safety infrastructure (barriers, catch fencing; deceleration beds, run-off areas, tyre walls, trees, residential fences, buildings, power poles, bridges etc)?

YES / NO

If YES describe what happened below:

Driver / Co-Driver Interview Notes:

6. Safety Features of the Vehicle/Driver			
Was Helmet worn:	**Y / N Open / Full Face**		
Were FHR Restraints worn:	**Y / N HANS / Simpson / Other:**		
Was the vehicle fitted with a Roll Cage:	**Y / N Full Cage / Half Cage / Half with side intrusion**		
Seats Type (Circle One)	**Production Seat**	**Competition Seat**	**Seat Head Restraints**
If Competition Seats- Type/Markings/Expiry:			
Safety Belts – Type:		**Expiry:**	**Points: 3 / 4 / 5 / 6**
Comments on Safety Features:			

Scrutineer/Technical Notes:
Name: **Licence #:**
7. Independent Witness Statement or Other Notes
Name
Address
Contact Number
Notes
8. Declaration
Report Compiled by **Title**
Signed **Date**

If there are additional documents or statements please attach to this report and return to the National Speed Steward
speedsteward@vcc.org.nz

9.15 - ON-SITE MEDICAL ASSESSEMENT

This form is designed to record at the initial assessment the extent of the injuries to any person at an event and if an injured competitor is fit to continue competition. It is to be completed by the **Event** M**edic** (paramedic, advanced paramedic, or medical officer) on site when an accident has occurred. If the injured person is non-compliant during medical exam, it must be reported to the clerk of the course.

In cases of emergency, this on-site medical assessment form can be completed retrospectively by the appropriate medic.

A copy of this form must be given to the injured person and Clerk of the Course, with a copy forwarded immediately to the

National Speed Steward speedsteward@vcc.org.nz

9. Person Details		10. Event Details	
Driver / Co-Driver / Passenger / Other		Circuit Race / Street Race / Hill Climb / Sprint	
Name		**Date**	
Address		**Permit #**	
		Organising Club	
Contact No		**Event Title**	
Date of Birth		**Venue Locality**	
Competition Licence Details:		**Examining Medic**	
Licence Number		Paramedic / Advanced paramedic / Medical officer /	
Licence Grade			
Expiry Date		First Aider / Nurse	
Treated at/by:			

Was the competitor wearing a head and neck restraint such as a HANS Device? Yes / No

11. Involvement in Accident

Has the involved person -

Been involved in an accident-causing injury?	**Y / N**
Been involved in a high impact accident?	**Y / N**
Been involved in a roll over accident?	**Y / N**
Been involved in another accident of concern?	**Y / N**

- **If the answer to any of the above is YES, complete the rest of the form.**

- If the answer to ALL of the above is NO, a competitor is free to return to competition and further examination is not required – ***please complete declaration (section 7)***

If Accident Report has not been completed for this situation, please note below what happened:

12. Examination

A) Head injury

- GCS .....
- Headache **Y / N**
- Nausea and/or vomiting **Y / N**
- Feeling 'hazy, groggy or foggy' **Y / N**
- Difficulty concentrating **Y / N**
- Difficulty remembering things **Y / N**
- Difficulty with balance **Y / N**
- Feeling 'not right, or tired' **Y / N**
- Disorientation or reduced attention **Y / N**

B) Neck injury

- significant pain **Y / N**
- loss of movement in neck **Y / N**

C) Back injury

- significant pain **Y / N**
- loss of movement in back **Y / N**

D) Chest injury

- significant pain limiting mobility and/or respiration **Y / N**
- significant chest wall bruising **Y / N**

E) Abdominal injury

- significant pain and tenderness in abdomen **Y / N**

F) Limb injury

- fracture or significant limb derangement **Y / N**
- large hemarthrosis **Y / N**
- soft tissue injury resulting in loss of function to the affect limb likely to affect driving **Y / N**

G) Eye injury

- resulting in reduction in visual acuity in affected eye below **6/9** **Y / N**

H) Any other significant injury as determined by the examining medic **Y / N**

I) Need for hospital examination? **Y / N**

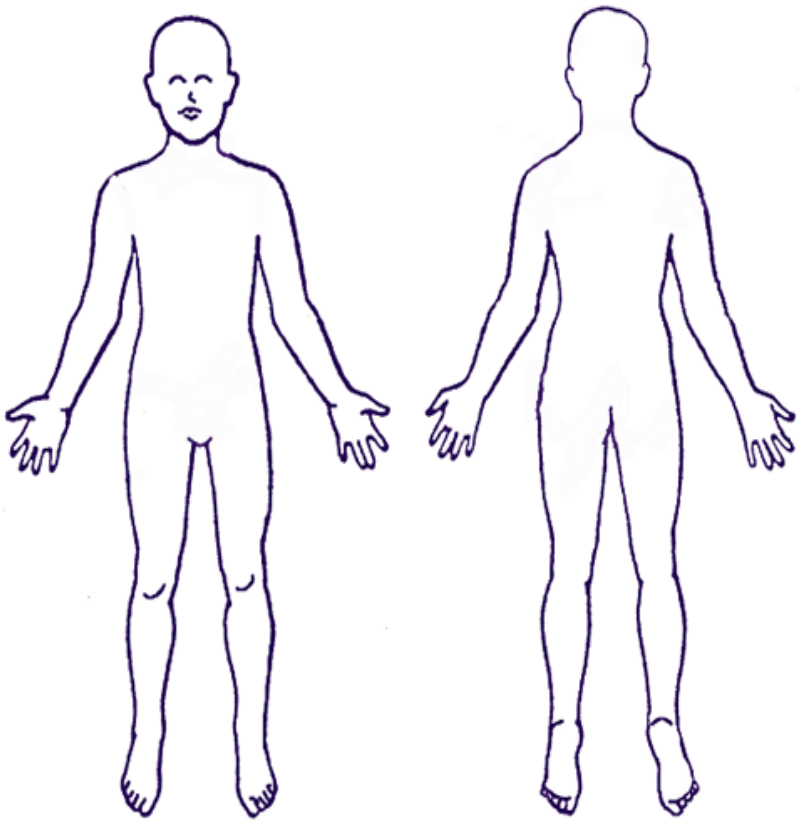
If yes, name hospital to be transferred to:

.....

.....

Medic - use the diagram to show full extent of injuries using codes in box below:

A	Abrasion	**H**	Haemorrhage
B	Burns	**I**	IV site
C	Contusion	**L**	Laceration
D	Dislocation	**P**	Pain
F	Fracture	**S**	Swelling



13. Notes to Medic

If the answer to ALL questions in section 4 is NO – competitor is free to continue competition.

If the answer to ANY question in section 4 is YES – competitor is stood down from further competition and must have a registered medical practitioner complete and sign the *clearance to compete* form. A paramedic or advanced paramedic **cannot** complete this form.

14. Notes to Competitor

If the answer to ANY question in section 4 is YES, the competitor MUST surrender their competition licence to the Clerk of the Course and they are stood down from further competition. A *registered medical practitioner* must complete and sign the *Medical Clearance to Compete* form before competitor can have their licence returned and can resume competition.

If the competitor is non-compliant during the medical exam, it must be reported to the Clerk of the Course.

15. Summary and Declaration

Competitor is stood down from competition?

Yes / No / For rest of event only

If the answer to the above is YES, please ensure their competition licence is handed to the Event Speed Steward to be returned to the National Speed Steward with this form.

Received Licence Card for stood down competitor: **Signed**: ……

Clerk of the Course

Name: ……

I hereby declare that the above information is true and correct

Signed: …….. **Signed**: ……

Event medic Injured person (if able)

Name: …… **Name**: ……

**** In all cases the Medical Assessor has the final determination over a competitor's fitness to compete ****

9.16 - MEDICAL CLEARANCE TO COMPETE

This form is designed to determine after the initial assessment if an injured competitor is fit to resume competition. It is to be completed by **only by a registered medical practitioner**. The Clerk of the Course will continue to hold the competition licence if competitor is unfit to resume competition otherwise licence will be returned upon presentation of this signed form which needs to be forwarded immediately to the National Speed Steward speedsteward@vcc.org.nz

1. Details of Injured Person	2. Details of Practitioner
Date:	**Name:**
Name of competitor:	**MCNZ Number:**
Historic Race Licence No:	**Job title:** *ie: sport medicine specialist, orthopaedic specialist*
Address:	
	Examination location: *ie: address of hospital, private practice*

3. Non Accident Stand Down

This form is designed to determine after the initial assessment if an injured competitor is fit to resume competition.

If the competitor has been stood down for a reason other than an injury accident the competitor should contact the National Speed Steward directly for advice on what is required for a medical clearance to compete.

4. Note to Practitioner

Dear Practitioner

- The Vintage Car Club of New Zealand Incorporated speed event competitor listed above has been stood down from further speed event competition as the result of a competition accident
- The competitor should have a copy of the initial examination form (*On site medical assessment form*) which describes the circumstances of the accident and injuries sustained so please take note of the details listed on it
- You are requested to examine the competitor and arrange appropriate radiological and/ or other investigations or specialist assessments as required to determine whether these injuries have been resolved and to determine the competitor's fitness to return to competition

5. Prior to Assessment

Before examining the competitor, please read the notes below –

1. This form can ONLY be completed by a registered medical practitioner
2. If the Vintage Car Club speed event medical officer is a registered medical practitioner, then that medical officer may complete the required examination and sign this form
3. The competitor must have their copy of the 'On site medical assessment' form which identifies the initial injury / injuries as well as this blank form with them at the time of examination
4. The examining practitioner must fully examine the competitor, complete and sign this form
5. The level of medical fitness required for motor sport is *at least* equivalent to the NZTA requirements for class 2 and above licenses
6. All costs involved in this examination are at the competitor's expense

6. Examination Guidelines for Practitioner to Consider

The competitor should be considered fit to compete under the following circumstances:

1. **Head injury**
   - Minor without LOC – after a 3 hour stand down and after medical assessment
   - Minor with LOC - after 24 hours and after medical assessment

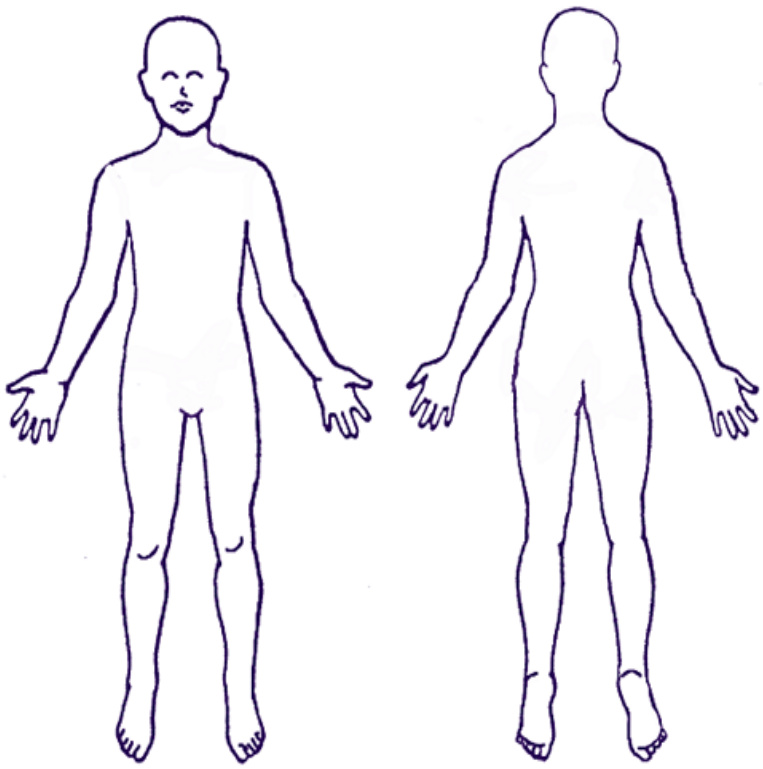
   <u>For the following, the competitor must pass a full neurological assessment and occupational therapy driving assessment</u>

   - Moderate head injury (GCS 9-12)
   - Major Head injury (GCS <9, fracture of skull, intracerebral hemorrhage, dural tear, or greater than 24 hours post trauma amnesia)
2. **Neck & Back injury**
   - on exclusion of major trauma (medical assessment +/- radiology) *and*
   - once competitor has regained function in spine sufficient for competitive driving.
3. **Chest and Abdominal injury**
   - on exclusion of major trauma (medical assessment +/- radiology) and
   - once competitor has regained function sufficient for competitive driving
4. **Limb injury**
   - on exclusion of major trauma (medical assessment +/- radiology) and
   - once competitor has regained sufficient function for competition car control
5. **Eye injury**
   - once vision has returned to better than 6/9 (with correction) in the affected eye
   - with field of view over 140d and normal stereoscopic vision.
6. **Other injury as appropriate**

7. Diagram of Injuries

If injuries still exist, use the diagram to show full extent of ongoing injuries using codes in box below:

A	Abrasion	**H**	Haemorrhage
B	Burns	**I**	IV site
C	Contusion	**L**	Laceration
D	Dislocation	**P**	Pain
F	Fracture	**S**	Swelling



8. Initial Injury Sustained

Give a brief outline/ summary on the medical condition for which the competitor was stood down from competition:

9. If Not Fit to Continue Competition

If competitor is still not considered fit for competition –

Give a brief outline/ summary of reason why competitor is still considered unfit:

Advise of approximate date for review of injuries:

10. SUMMARY and DECLARATION

Examining practitioner: is the competitor fit to resume competition? **Yes / No**

If yes, the competitor may collect their competition licence from the relevant Clerk of the Course or Event Speed Steward (as applicable) upon presentation of this signed form and resume competition immediately

I hereby declare that the above information is true and correct

Signed: …….. **Signed**: ……

Registered medical practitioner Competitor

Name: …… **Name**: ……

**** In all cases the Medical Assessor has the final determination over a competitor's fitness to compete ****

9.17 - VEHICLE DAMAGE REPORT

By Scrutineer or Technical Officer

ACCIDENT DETAILS			
Location:		Event:	
Date:		Time:	

VEHICLE DETAILS			
Make:		Model:	
Class:		Competition No:	
Reg No:			
Driver:		Entrant:	

VEHICLE INSPECTION HISTORY	
Date last subjected to a Scrutineering Audit:	
Unrectified faults recorded in logbook:	
…… …… …… ……	
Warrant of fitness expiry date (if applicable):	

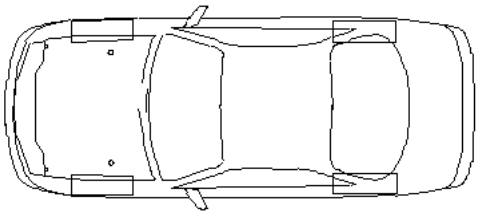
POST ACCIDENT INSPECTION

Inspection site: ..... Time: .....

Vehicle damage

Right

Location:

Front  Rear

Left

Severity: Nil | Minor | Moderate | Extensive | Fire

POST ACCIDENT INSPECTION FINDINGS

Safety Critical Items

Wheels and Tyres: .....

.....

.....

Brake System: .....

.....

.....

Steering System: .....

.....

.....

Driver's Safety Equipment (safety harness, seat and fire extinguisher):

.....

.....

.....

.....

.....

Other Items

.....

.....

.....

.....

.....

ATTACHMENTS (photographs, supporting documentation etc.): .....

.....

.....

.....

.....

SCRUTINEER/TECHNICAL OFFICER

Name (print): .....

Signature: .....

Date & Time .....

9.18 - REGISTER OF LOG BOOK REMARKS PLACED IN A VCC/MSNZ LOG BOOK BY A SCRUTINEER

EVENT NAME: ……

SCRUTINEER'S NAME *(print)*: ……

Date	Entrant Name	VCC Member #	VCC/MSNZ Log Book #	Scrutineers Comments *(only needed if action by entrant is required for vehicle used)*