



# Appendix 6 – Part 1 and 2

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## Appendix Six Historic Competition

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Foreword

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## Part One – Foreword

**Foreword:** Internationally the use of the automobile has been recognised by United Nations charter with the FIA General Assembly being the body mutually established to handle all activities.

FIA has developed two distinct subgroups, AIT, (World Council for Touring and the Automobile) and World Motorsport Council, (responsible for competition of the automobile).

FIA has also developed accords with other specialist groups and in the case of Historic Vehicles there is a convention (agreement) reached with FIVA, (the international body established for Vintage Vehicles).

The FIA and FIVA agreement recognises the unique aspects of each other's operations and have signified this by the exchange of letters and press releases. The FIA and FIVA will endeavour to ensure that their respective national representatives will recognise and assist one another at national level and in accordance with this agreement.

The agreement reached in May 2002, with the revised Appendix One ratified June 2011, between the two parties MotorSport New Zealand Inc and the Vintage Car Club of New Zealand Inc states;

*“MotorSport New Zealand Inc (MotorSport) is the representative of the FIA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of motor sport.*

*The Vintage Car Club of New Zealand Inc (VCC) is the representative of the FIVA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of historic vehicles and their use other than sporting as defined by mutual agreement.*

*In New Zealand VCC wish to run speed events which by definition come under the control of MotorSport. To facilitate this activity MotorSport extends to VCC an invitation to affiliate to MotorSport that would enable the joint development of Historic Motor*

*Vehicle Competition events in accordance with the International Agreement and for the betterment of VCC members in New Zealand.*

*The Affiliation is based on the following being agreed by the parties.*

1. *MotorSport to introduce a Historic limited use licence category*
  - (a) *The issuing of this licence will be delegated to VCC for issuing and management, maintenance of issued licences database, setting of appropriate fee. Design of the licence will be by mutual agreement and carry the logos of both national and international bodies.*
  - (b) *It will only be issued to financial members of VCC.*
  - (c) *It will be for the exclusive use of VCC members.*
  - (d) *Holders of the licence will be bound by VCC rules.*
  - (e) *The licence will be mandatory at VCC Speed (including racing) events.*
2. *Vehicle safety standards to be observed at VCC speed (including racing) events will be those as detailed in the current edition of the MotorSport Manual Appendix 2 Safety.*
3. *VCC to run speed (including racing) events exclusively for VCC Historic Licence holders and only for vehicles that have the VCC VIC. Motor Racing events shall be held on MotorSport permitted facilities, (i.e. the permanent race circuits licensed by MotorSport or other licensed venues). Hill climbs may be run on VCC approved venues.*
4. *VCC agree to:*
  - (a) *Arrange their own suitable Public Liability Insurance cover*
  - (b) *Provide their own Race Officials for the meetings being held*
  - (c) *Conform to the Circuit Safety Standards as laid down by MotorSport for the individual venues.*
5. *Consult jointly with each other to ensure unnecessary clashes of calendar events. To this end the bulk of the MotorSport calendar is set in May and VCC in August.*
6. *MotorSport rule changes for Schedules K, T&C will be made in consultation with VCC so as to recognise the VCC VIC system within MotorSport Manual Appendix 6 and to have the VCC VIC card as an eligible entry standard for MotorSport events alongside the MotorSport COD eligibility document.*
7. *VCC members wishing to uplift a full MotorSport competition licence will be able to do so by utilizing VCC as their member club for MotorSport recognition. MotorSport may impose a surcharge on VCC applicants for this licence.*
8. *VCC will pay to MotorSport an affiliation fee set annually by MotorSport in consultation with VCC.*
9. *The parties agree that this agreement is for the purpose of joint development of historic speed events, including racing, and does not imply MotorSport involvement in other VCC events such as rallies and trials run on public roads within the bounds of normal traffic regulations.*
10. *This agreement is concluded for an indefinite duration.*
11. *MotorSport and VCC agree to meet annually to ratify and ensure all aspects of this agreement are being observed as intended."*

## Part Two – Historic Competition Philosophy

**Preamble:** In accord with the Constitution and By-laws of MotorSport New Zealand Inc a representative Advisory Commission has been established with powers to make proposals and recommendations to the MotorSport NZ Chief Executive Officer aimed at ensuring Historic and Classic vehicles have an active competition role.

### **A: Philosophy**

Historic and Classic motorsport is that branch of the sport where vehicles from a past era are used in friendly rivalry to allow them to be exercised in a manner that the manufacturers intended. It is not a branch of the sport where series and trophies for winning races are held in higher regard than the sheer enjoyment of being involved.

## **B: Responsibilities**

### **1. The Historic Advisory Commission will provide:**

**(1)** A framework of competition regulations for vehicles produced during the time period covered by the Commission's brief being to:

**(a)** Provide to competitors and officials regulations that will be as clear and useable as practicable. They will provide stability in the regulations to allow competitors to build vehicles with the confidence that the vehicle, if built to comply with current regulations, will continue to comply in future years if it is not modified from its build specification.

**(b)** Endeavour to provide for vehicles to be able to retain as near as possible their original appearance, and where necessary retain the ability to be used as everyday cars.

**(2)** Safety standard regulations appropriate to the vehicles covered by the Commission.

Whilst recognising that the safety requirements of the era covered by the Commission were of a lower level than current, the Commission will ensure that the respective vehicles are as safe as is possible in the context of motorsport. This may mean that the standards required will be higher than ever envisaged by the vehicle manufacturers of the time.

**(3)** Protection of the brand name "Historic Race Meeting" and obvious derivatives of that name.

The Commission will protect the brand name "Historic Race Meeting" and derivatives thereof such as "Historic and Classic Race Meeting," "Classic and Thoroughbred Race Meeting," etc. This will generally mean that meetings that hide behind scrutineering to varying standards to allow the acceptance of entry of a wider range of vehicles than those covered by regulations covered by this Commission will be denied the use of the brand.

**(4)** Clear guidelines to event organisers and promoters, and competitors, outlining their obligations to each other and their obligations to the Historic movement as a whole.

**(5)** A list of available classes, known as vehicle categories.

**(6)** Encouragement for the formation, under the umbrella of a Member Club, of special interest competitor registers to assist event organisers with promoting a range of races at meetings.

### **2. Organisers will be expected to provide:**

**(1)** Meetings with formats that conform to the philosophy of the Historic and Classic movement.

Recognising that the philosophy of the movement includes the use of vehicles in friendly competition, organisers will be expected to provide meetings that encourage owners of appropriate vehicles to enter and race those vehicles amongst other vehicles and owners of like mind.

**(2)** Appropriate vehicle groupings at meetings that are promoted under the brand "Historic Racing" or derivatives.

**(a)** Organisers are expected to provide race groupings of vehicles that are appropriate to the vehicles entered for their meeting.

It is inappropriate for single seater vehicles to be grouped with saloons, and old slow vehicles with newer faster vehicles.

**(b)** Scrutineering Audits shall be carried out on at least 15% of vehicles entered in the event, checking for;

**(i)** Compliance with Appendix Two Schedule A or Appendix Six Schedule AA requirements as appropriate, and

**(ii)** Compliance with the vehicle's Certificate of Description as appropriate.

### **3. Competitors will be responsible for:**

**(1)** Competing and dealing with all other competitors and event officials and helpers in a manner of good

sportsmanship and friendly rivalry.

The Historic movement philosophy is about using appropriate vehicles in a manner of friendly rivalry. Overaggressive driving and pit manner is not part of the way the movement wishes to operate. Competitors are expected to enter, compete and act in a manner that respects this philosophy.

- (2) The safety and eligibility compliance of their vehicle.

**Note:** *In line with the above, and with the general philosophy, competitors are responsible to themselves, the event organisers and promoters, and this Commission to ensure that the vehicle, which they use in Historic motorsport is eligible to compete at the meetings, and in the vehicle categories or class breaks entered.*