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WELCOME TO THE PPG CLASSIC TRIAL REGISTER

Thank you for your interest in joining the PPG Classic Trial Register.

We've put together FAQs and an outline of how Classic Trials work to enable you to decide whether this is the right sport for you and your car. While we have done our best to compile accurate and relevant information and keep it up to date, just use this as a guide rather than as a comprehensive set of rules. Also, we're not recommending you to join or compete - it is up to each competitor to ascertain the suitability or otherwise of your vehicle, your ability, your investment in safety equipment and so on.

Please read the following information and feel free to ask any questions.

WHAT IS THE PPG CLASSIC TRIALS REGISTER AND THE PPG CLASSIC TRIALS CHAMPIONSHIP?

PPG Classic Trials is a fun, friendly, non-contact event for competent drivers who want to enjoy the fun of the track in their classic car, without constant fear of someone ploughing into the side of them – racing incidents are rare in Classic Trials and we're keen to keep it this way.

The objective in a Classic Trial is consistent pace across the duration of a 12-15 minute 'race' on a race track. That consistency is measured against a target lap time you choose, and is measured every lap except for your standing start lap and your 'in' lap after the chequered flag has flown. Variations per lap against your target time are measured and the winner of each trial is the person who has the lowest average variation per lap. Some of our top drivers are tussling for a win over fractions of a second!

Events generally consist of a practice session then three Race Trials, run at the same meeting. After the practice session you nominate your target lap time, generally based on what you have done in practice (but often based on your times at that track on previous runs and factors such as the weather or state of your tyres). At your first PPG Classic Trials championship event you can change your nominated time after your first trial to give you a better chance to get a feel for things.

Once you nominate a lap time this is logged into our timing system and your goal is to circulate at that time, every lap. Variations from the nominated time (either too fast or too slow from nominated time) are added together and divided by the number of laps (excluding the first lap) to arrive at an average lap variation for the Trial.

The best two results of the day are added together and divided by two, giving a total variation for the event. This result is awarded points, with higher points for lower variations, and fewer points for higher variations.

The best four results for the season are combined to arrive at a Championship winner for the season.

All members are expected to enter the Championship at the cost of \$20, which goes towards trophies, administration costs and timing arrangements.

I'M STILL KEEN – HOW DO I APPLY?

Joining the PPG Classic Trials Register is by invitation only. The best way to start this process is to email us at classictrialnz@gmail.com, providing as much supporting information as you can including:

- Your name and contact details
- A photo of the vehicle
- Year, make, model, engine specs
- An outline of any modifications to the vehicle post-production
- Your WOF and registration details, including expiry (if applicable)
- Logbook details (if applicable)
- Authority Card if required (for modified seats/handbrake etc)
- Roll cage homologation number (if applicable)
- Current car club member (you must be a member of a car club)
- Preferred race number.

The Committee will discuss and advise regarding acceptance or otherwise. At this point your PPG Classic Trial race number will be assigned.

YEE-HA, I'M GOING TO BE AWESOME! HOW FAST CAN I GO?

Speed Bar Rules Apply: Classic Trial regulations impose a speed bar across the various tracks we visit. Any lap faster than the speed bar will result in a NO RESULT for that Trial. Laps considerably faster than the speed bar are likely to see you black-flagged from the event. Repeat offenders or any reckless or dangerous driving on the track will result in you being removed from the PPG Classic Trial Register and unable to compete. This is not a race against others, but a trial against oneself. Current speed bars are:

Pukekohe Raceway

- Track 1 - 1 minute 28 seconds per lap, (eleven corner track)
- Track 2 - 1 minute 20 seconds per lap, (eight corner track)

Taupo Motorsport Park

- Circuit 1 – 1 minute 56 seconds
- Circuit 2 – 1 minute 35 seconds
- Circuit 3 – 50 seconds

Hampton Downs - National Circuit - 1 minute 25 seconds.

Competitor undertaking and code of conduct: In submitting an entry to participate at a meeting, competitors (Drivers) are deemed to fully understand the MotorSport NZ National Sporting Code and its relevant appendices and schedules, in particular:

- The National Sporting Code Articles pertaining to protests and competitors' obligations, and
- Appendix Five, Schedule C and Schedule RT

Classic Trials are run under a Club Sport Basic permit, providing a variation of the rules for Historic and Classic competition to allow those to run their vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of door-to-door racing.

Cars are gridded according to fastest at the front to slowest at the back. Over-taking is generally discouraged, however it does occur that drivers can be slower than intended, or the faster cars can lap slower vehicles. All the normal rules of motorsport apply. We do not encourage overtaking on any corners, unless it is obvious the manoeuvre can be undertaken safely in its entirety. Ideally, over-taking will be

performed under acceleration, NOT as a dive-bomb, late-brake manoeuvre. The car being passed should maintain its own line - the overtaking vehicle is 100% responsible for effecting a safe manoeuvre.

The continuing existence of regularity trials relies upon the exercise of common sense, and, more particularly, good judgement on the part of the organisers in accepting or rejecting entries for specific events. Gross variations in potential speed are not condoned, and lap times close to racing lap times for specific vehicles are also unacceptable.

Outright speed, aggression or high risk-taking is not a feature of Classic Trials.

The Committee reserves the right to withdraw invitations if it is felt that competitors are not following rules or advice offered regarding unsatisfactory driving standards or excessive speed. In its history, Classic Trials has had only one case of car to car contact, and any such event will be viewed extremely seriously.

OK – SO WHAT TYPE OF CARS ARE ELIGIBLE FOR THE PPG CLASSIC TRIAL REGISTER?

All vehicles shall comply with **Appendix Five Schedule C** and **Appendix Two Schedule A** of the current MotorSport Manual unless stated otherwise in the supplementary regulations of the meeting. Refer to <http://manual.motorsport.org.nz/>.

In addition, to be eligible to compete in a Classic Regulatory Trial, vehicles must meet the following;

- Sports and GT cars must be more than 15 years old, and Saloon cars must be more than 25 years old.
- Marques eligible include all Classic British, European and Japanese cars. Other countries' marques or models may be included including replicas and retrospective specials at the discretion of the event organisers and in consultation with the Classic Regulatory Trial Committee.
- Replicas / Retrospective Specials must be compliant with MotorSport New Zealand Manual Schedule CR.

I DON'T HAVE A LOGBOOK OR AUTHORITY CARD OR ANY OF THAT STUFF – WHAT DO I NEED?

Motorsports activity in New Zealand is governed by Motorsports NZ (<https://www.motorsport.org.nz/>). If you are not already registered with MNZ, please do so online. All of the racing regulations and rules for motorsports are available here free of charge, along with guidelines as to what you need to compete in the various categories of racing and all of the safety gear, certifications and licenses required for each class.

Always use the MotorSport manual as your source of the rules and regs – the online version is kept current and there is plenty of useful supporting information in there to help you navigate your way to the start line. However, we've summarised some of the key requirements for participating...

Logbooks: Logbooks are important documents because they are used to record all relevant information pertaining to a vehicle and its competition history and they are an important scrutineering tool. Motorsport NZ recommend that all competitor vehicles have an official logbook, however, for the following vehicles, a valid logbook is **mandatory**:

- All [Purpose Built](#) and all [Dedicated Motorsport Vehicles](#), or
- All vehicles requiring a LVV / MSNZ Authority Card, or
- All vehicles requiring a LVV Certification Plate, or
- As required by the Event Supplementary Regulations.

Certification requirements: Alterations to brakes, suspension or shocks, new seat anchors, pedal box installation, engine change, to name a few, will require a LVV Certification Plate. <https://www.lvvt.org.nz/>

As an explanation, any of the modifications below will require the vehicle to have an LVV/MSNZ Authority Card to enable you to get a WOF:

- Competition safety harness
- Roll protection that extends forward of the front seating positions and/or modifications that effect the interior impact rule
- Removal of an airbag SRS system
- Braided hydraulic brake lines
- Hydraulic handbrake
- Plastic glazing
- Open (adjustable) brake bias system
- Removal of a 'manufacturer installed' occupant protection system including the fitment of competition seats
- The installation of a safety fuel tank and/or installation of dry break refuel adapters
- The permanent disabling of a manufacturer installed Electronic Stability Control System

To get the Authority Card, you will need your Competition Licence and a logbook for the vehicle.

<https://motorsport.org.nz/technical/lvv-motorsport-authority-cards/>

If none of the above apply, then WOF and Road Registration are suitable and it is not mandatory to have a logbook. Non-homologated safety structures (WOF and Road Registration) which do not extend forward of the seating position are acceptable (see below).

EVENT TYPE (and vehicle exclusions)	VEHICLE TYPE	SAFETY CAGE	SAFETY ROLLBAR
CLUBSPORT BASIC	All Vehicles Road registered vehicles with current registration and Warrant of Fitness may utilise non-homologated safety structures.	Optional	Optional

If you have no logbook, however, you will be required to scrutineer at every meeting, and the queues can get quite long, in some cases risking your ability to undertake a practice round. If you have a logbook, you are only required to scrutineer every three meetings, or within SIX months of your last event. We strongly recommend getting a logbook for your vehicle. This is a really simple process- see

<https://motorsport.org.nz/technical/vehicle-logbooks/>

Fire Extinguisher: All cars will require an approved fire extinguisher to be installed correctly and within reach of the belted-in driver.

For hand-held extinguishers, these must be a minimum 1kg in size, with a metal retaining system, incorporating a minimum of two quick-release metal straps. The bracket must be secured to the structure of the vehicle by a minimum of **two self locking ISO 8.8 M6** bolts with panel washers. All hand-held extinguishers shall be positioned within easy reach of the occupant while in their normal seated position. Extinguishers shall be fitted with a pressure gauge which shall indicate in the operable range.

Extinguishers and brackets are widely available at places like Mitre 10, Bunnings or Repco.

Tyres: For Classic Trials all tyres must be road legal (“DOT-rated”). No slicks are allowed. Some of our competitors run on road tyres, but it is amazing how much difference good track tyres make.

Timing and transponders: All cars require an appropriate transponder to be fitted. Transponders are available for hire on the day. The hardware is also available to buy from HRC with activation via a Subscription model from MyLaps (<https://www.mylaps.com/>).

Vehicle Numbers: Competition numbers shall be affixed in a durable manner either side of the vehicle (on the front doors, commonly) and be of a minimum size of 230mm high with a stroke width of 38mm, in a plain font on a contrasting background clear of graphics or signage that extends at least 50mm beyond the outline of the numbers. You also need a front facing number on the top corner of the windscreen 150mm high with a stroke width of 20mm minimum.

If you do not wish to arrange printing, number stickers are usually available for purchase from Race Meeting organisers on the day, or from HRC- <http://www.motorsportentry.com/index.php/ccsales/ccorderform/action/view/pageID/2/>

Driver Licence: A minimum M Grade licence or better is required for Classic Trials. No passengers may be carried. Licences can be arranged from HRC- <https://www.hrcevents.co.nz/pages.php?id=139>

Driver Clothing: Drivers must wear safety apparel as a minimum as specified in Appendix Two [Schedule A](#)

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	-
D	Cotton ⁽⁶⁾	-	-	-	-	-
E	No Req'mt	No Req'mt	No Req'mt	No Req'mt	No Req'mt	No Req'mt

(2) **Protective Clothing Requirements:** All occupants shall wear clothing made to an approved standard or of an approved standard and design as per chart (2):

Chart (2) - Protective Clothing Requirements							
		Overall	Underwear	Socks	Shoes	Gloves	Balaclava
	Advanced (excl Rallysprints)	A, B, C	(A, B, C) ⁽⁶⁾	A, B, C	A, B, C	E	E
ClubSport	Basic	A, B, C, D	(A, B, C) ⁽⁶⁾⁽⁷⁾	A, B, C ⁽⁷⁾	A, B, C	E	E

While Club Sport Basic shows NO REQUIREMENT for Gloves and Balaclava, it is a requirement of the tracks at which we race for all competitors to wear Gloves to standards A, B, C and Balaclava to standard A or B. Being a simple safety element, Classic Trials also request competitors meet these minimum standards. To save confusion on the day, we recommend complying with the higher standard so you never get caught out at a new track.

Frontal Head Restraints (FHR): FHR are shortly to become mandatory at all tracks and again as a simple safety element, Classic Trials ask members to wear them.

For vehicles which have Competition Seats, drivers **must** utilise safety harnesses and wear Frontal Head Restraints (FHR) which comply with Appendix Two [Schedule A](#)

Vehicles which are Road Registered and carry a valid WOF with standard seats and standard seat-belts must wear a compliant foam collar type neck restraint (sometimes referred to as a doughnut). Foam collars are generally available to hire from meeting organisers, although it pays to check this first.

I AM NEW TO THIS - HOW CAN I GET IN SOME PRACTICE BEFORE RACE DAY?

HRC run Introduction to Motorsport Days which are a very worthwhile initial foray into driving on the racetrack. Run in conjunction with experienced drivers, you get the opportunity to walk the track, gain experience and advice regarding speed and cornering and generally get the feel of how your vehicle behaves and handles.

HRC is run by enthusiasts, passionate about motorsport and all the classes which run in NZ. In conjunction with HRC Events, they arrange race meetings and offer all the various licences, communication, etc which go into supporting motorsport. In that vein, Classic Trials are happy to spread the word about the good work they do.

If the above rules, guidelines and explanations seem onerous, they are not meant to – and getting your fabulous car and self track-ready need not be a major exercise – and the rewards (fun and camaraderie) are well worth it.

The main objective on the day is to have fun in your classic race car with a great bunch of like-minded individuals.

We love welcoming new members and we look forward to any further queries or expressions of interest- please email classictrialnz@gmail.com with the details from the beginning and we'll get back to you as soon as we can.

Regards
Classic Trial Committee