

## Section Seven - Schedule AA

### Safety and Construction Requirements for Pre 1978 Schedules K, T&C and CR.

#### Contents

#### Part One

<b>Article 1</b>	Introduction
<b>Article 2</b>	Interpretations
<b>Article 3</b>	General
<b>Article 4</b>	Safety Critical Items
<b>Article 5</b>	Safety Non Critical Items
<b>Article 6</b>	Non Safety Items
<b>Article 7</b>	Rally Vehicles – Additional Requirements
<b>Article 8</b>	Use of Motorsport Vehicles on Public Roads

#### Part Two

<b>Article 1</b>	Application Process for a LVV / MotorSport Authority Card
<b>Article 2</b>	Renewal Process for a LVV / MotorSport Authority Card
<b>Article 3</b>	Fuel Specification Chart
<b>Article 4</b>	Standards Labels
<b>Article 5</b>	Safety Structures (Roll Protection)
<b>Article 6</b>	Homologation Application Process for Safety Rollbars and Safety Cages
<b>Article 7</b>	First Aid Kit Contents

**Note:** Text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

#### Part One

##### 1. Introduction:

**1.1 Purpose:** The intention of Schedule AA is to provide (where applicable) certain alternative standards to those imposed under Schedule A (Driver and Vehicle Safety Schedule) for vehicles contesting Historic Competitions under Appendix Six of the NSC. This is to recognise the importance and to preserve the heritage of vehicles classified under this branch of the sport. Schedule AA also provides for potential difficulties in applying more modern standards to these older vehicles.

The Historic and Classic Commission is charged, on an annual basis, to review these alternative standards to ensure they maintain and provide for the needs of the Organiser and Competitor alike.

## Appendix Six – Schedule AA

- 1.2 Scope and Use of this Schedule:** Schedule AA is applicable to all vehicles of Pre 1978 vintage, prepared to Schedule K, T&C or CR regulations that have been issued with a COD. The COD will identify the year the vehicle represents.

The specifications contained in this Schedule AA are the minimum required and it shall be read and used in conjunction with Appendix Two Schedule A. **Therefore unless a particular item is specifically covered in this Schedule AA then the requirements of Schedule A will apply.**

- 1.3 Class Specifications and Supplementary Regulations:** These may impose alternative or additional requirements to those contained in this Schedule. Where this Schedule conflicts with Class Specifications or Supplementary Regulations, the Class Specifications and/or Supplementary Regulations take precedence provided MotorSport NZ has approved them.

An example of an alternative requirement may be the application of the FIA Appendix K regulations for an International permitted event.

- 2. Interpretations:** Terms that are specific to this Schedule are defined here. For further definitions refer to Appendix Two Schedule A, Article 2 and the National Sporting Code Article 2(1).

**Homologated (safety structure):** means a safety rollbar or safety cage that has been certified under Schedule A to a prescribed technical specification and a certificate has been issued by MotorSport NZ (ASN).

**Approved (safety structure):** means a safety rollbar or safety cage the design of which has been judged as being fit-for-purpose relative to the age / design of vehicle and an approval certificate has been issued by MotorSport NZ (ASN).

**Run-On model:** means a vehicle that was in production before 31 December 1960 but the car presented is of the same model, but an example from after 1960. The vehicle must retain its original powertrain, appearance and mechanical systems (eg: brakes) as it was sold when new.

### 3. General:

- 3.1 Safety Audits:** The prescriptions of Schedule A article 3.1 apply equally to this schedule including the ability to perform Remote Safety Audits.

Vehicles will be checked to ensure that the requirements of Appendix Two Schedule A, this Schedule and other relevant Schedules to the National Sporting Code are complied with.

- 3.2** Appendix Two Schedule A, Article 3.2 has been deleted in its entirety.

- 3.3 Documentation Label:** Refer to Appendix Two Schedule A.

- 3.4 MotorSport NZ vehicle Logbook:** Refer to Appendix Two Schedule A.

- 3.5 Equivalence Factors:** Refer to Appendix Two Schedule A.

- 3.6 Dangerous Construction and Condition:** Refer to Appendix Two Schedule A.

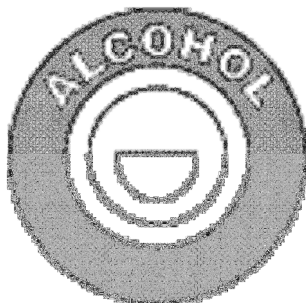
- 3.7 Sealing of Components:** Not applicable under this schedule unless detailed otherwise in the Class Specifications or Event Supplementary Regulations.

- 3.8 Noise Level:** Refer to Appendix Two Schedule A unless specifically covered in the Event Supplementary Regulations.

## Appendix Six – Schedule AA

### 3.9 Fuel: Refer to Appendix Two Schedule A, except:

- (1) For Schedule K vehicles with documented evidence of FIA sanction and period usage the use alcohol or alcohol blends is authorised provided:
  - (a) This is clearly indicated, marked by a white or dazze coloured ring around the fuel filler cap that has the word 'Alcohol' or 'Methanol' within the ring (*refer diagram*).



- (2) For all Schedule K, T & C or CR vehicles additives for the sole purpose of lead replacement are permitted.

## 4. Safety Critical Items:

### 4.1 Protective Helmets: Refer Appendix Two Schedule A, except:

- (1) Competitors in open vehicles without a full height windscreen (over the occupants head measured vertically), the use of closed-face helmets is not considered mandatory, although is highly recommended.

### 4.2 Frontal Head Restraints (FHR): Refer Appendix Two Schedule A.

### 4.3 Protective Clothing: Refer Appendix Two Schedule A.

### 4.4 Safety Harness: Refer Appendix Two Schedule A, except:

- (1) For pre 31 December 1960 Schedule K vehicles; the use of safety harnesses is not considered mandatory, and
- (2) For such vehicles the use of a lap belt (two(2) strap restraint) is permitted.
- (3) Specifically pre 31 December 1960 Single Seater and Sports Racing Cars with an upright (not reclined) driving position the use of a four(4) strap safety harnesses is permitted.

#### Notes:

1. In all cases the harness manufacturers fitting instructions must be followed.
2. Despite a safety harness not being mandatory, a harness complying with Appendix Two, Schedule A requirements is strongly recommended for all Schedule K vehicles, particularly those fitted with a safety (roll over) bar.

### 4.5 Window Nets and Driver Nets: Refer to Appendix Two Schedule A.

## Appendix Six – Schedule AA

**4.6 Safety Structures (roll protection):** A Safety Rollbar or Safety Cage shall be installed according to Chart 4.4(3) below.

- (1) Safety structures shall be “homologated” under Appendix Two Schedule A or “Approved” under the prescriptions of this Schedule, except single seater and sports racing cars with a MotorSport NZ vehicle logbook issued before 1 September 2010 and Schedule K Period Classifications A, B, C, and S vehicles constructed pre 31 December 1960 competing in Race or ClubSport events:

If the above Period Classification vehicles were originally fitted with a rollbar or safety cage, the current rollbar or safety cage must meet or exceed the specification used on the vehicle when it was used in competition in its period. Despite roll protection not being mandatory for the above Period Classification vehicles, complying roll protection for all vehicles is strongly recommended.

- (a) Wherever possible the design prescriptions of Appendix Two Schedule A should be used, although an alternative design as per Article 4.6(2)(a)(ii) may be “Approved” under this Schedule.
- (b) A Homologation or Approval certificate shall be contained within the vehicle’s logbook. Application details are available from the MotorSport NZ office.
- (c) Modification of Homologated or Approved safety structures shall invalidate the certification. It is imperative that guidance be sought from the MotorSport NZ office before proceeding with any alterations.

- (2) **Design criteria:** Safety structures shall meet the following requirements;

- (a) **Design:** The safety rollbar or safety cage design shall comply with either;
- (i) All of the requirements detailed in Appendix Two Schedule A, Article 4.6, or
  - (ii) Be of a free design considered appropriate to the vehicles age and type of construction, that affords adequate protection to the occupants and prevents significant deformation in the case of a collision or rollover situation, and that has been approved by a MotorSport NZ Technical Advisor in consultation with the Historic and Classic Commission Chairman, details are available from the MotorSport NZ office.
- (b) **Materials:** only circular section steel tube respecting the strength requirements of Appendix Two, Schedule A Part Two, Article 5.2 is authorised.
- (c) for **Open Vehicles:** it is strongly recommended that the height of the main rollbar is at least 50mm above the top of the helmet of the normally seated vehicle occupant. (refer Diagram – Appendix Two, Schedule A Part Two, Article 5.1)
- (d) for **Closed Vehicles:** the safety structure design must not unduly impede the entry or exit, or access to, the occupant/s of the vehicle.
- (e) **Liquids:** shall not pass through any tubing of the roll protection.
- (f) **Protective padding:** Refer Appendix Two Schedule A.

## Appendix Six – Schedule AA

### (3) Safety Structure Chart

Safety Structure Requirements Chart 4.4(3)			
EVENT TYPE (and vehicle exclusions)	VEHICLE TYPE	SAFETY CAGE	SAFETY ROLLBAR
<b>RACE</b> Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S. Including Run-on models from this date (refer Note 5).	All Open Vehicles, And Closed Vehicles (not road registered)	Optional	Mandatory
	Closed Vehicles (road registered) (Refer Note 1)	Optional	Optional (but recommended)
	All Vehicles exceeding 1600cc capacity competing in a Sanctioned Series	Optional	Mandatory
<b>RALLY</b>	All Vehicles	Refer Appendix Two, Schedule A	
<b>CLUBSPORT ADVANCED</b> Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S.	All Open Vehicles	Optional (Refer note 2)	Mandatory
	All Closed Vehicles	Optional (Refer note 2)	Optional (but recommended)
<b>CLUBSPORT BASIC</b>	All Vehicles	Optional	Optional
	Road registered vehicles with current registration and Warrant of Fitness may utilise non-homologated safety structures.		
<b>Notes:</b>			
<ol style="list-style-type: none"> <li>1. For road registered vehicles where a Safety Cage is fitted, the structure must be homologated under Appendix Two, Schedule A in order to obtain a MotorSport/LVV Authority Card which is required to obtain a WOF. For road registered vehicles where solely a rollbar is fitted an Authority Card is not normally required in order to obtain a WOF. (Refer Appendix Two Schedule A).</li> <li>2. Unless specified otherwise within Appendix Five Schedule C, ClubSport Advanced Status Events.</li> <li>3. A homologated Safety Cage is mandatory when carrying a passenger.</li> <li>4. Safety structures are highly recommended for all speed related Events.</li> <li>5. Examples of "Run-On models" include MGA 1955-1962, Daimler Dart SP250 1959-1964 and Porsche 356 1949-1964.</li> </ol>			

**4.7 Seating:** Refer Appendix Two Schedule A.

**4.8 Fire Extinguishers:** Refer Appendix Two Schedule A.

**4.9 Wheels and Tyres:** Refer Appendix Two Schedule A, **except:**

- (1) **Steel wheels** may be modified in accordance with MotorSport NZ guidelines available on request from the MotorSport NZ office.

**4.10 Brake System:** Refer to Appendix Two Schedule A, **except:**

- (1) For pre 31 December 1960 vehicles constructed solely for competition use, a hand brake is not considered mandatory.

## Appendix Six – Schedule AA

**4.11 Steering and Suspension Systems:** Refer to Appendix Two Schedule A, except:

- (1) Solid wood rimmed or laminated wood rimmed steering wheel shall not be used except where originally fitted.

**4.12 Fuel Tanks, Fillers, Lines and Pumps:** Refer to Appendix Two Schedule A, except:

- (1) Standard fuel tanks or professionally constructed replacement tanks are accepted.
- (2) Safety [bag] tanks are not subject to any expiry imposed under an international standard although it is paramount that such tanks are inspected on a regular basis to ensure their performance is not compromised.
- (3) For Schedule K Single-seaters of Periods A, B, C and D, all tanks, fillers and pumps should be isolated from the cockpit although this is not obligatory where the installation of a fireproof bulkhead is impractical due to the original design of the vehicle.

**Note:** *In all cases it is highly recommended that fuel tanks be internally baffled and contain safety foam (ideally to MIL-B\_83054B specification) or 'Explosafe' aluminium foil.*

## 5 Safety Non Critical Items:

**5.1 Engine, Transmission and Accessories:** Refer to Appendix Two Schedule A except;

- (1) For Schedule K vehicles the requirement for a starter motor is not considered mandatory where this component was not an original fitment / specification.
- (2) For Schedule K vehicles the requirement for a reverse gear is not considered mandatory where this component was not an original fitment / specification.

**5.2 Electrical System:** Refer to Appendix Two Schedule A.

**5.3 Service Fluid Lines:** Refer to Appendix Two Schedule A.

**5.4 Ignition Switch / Circuit Breaker:** Refer to Appendix Two Schedule A.

**5.5 Batteries:** Refer to Appendix Two Schedule A.

**5.6 Lighting Systems:** Refer to Appendix Two Schedule A.

**5.7 Wiring:** Refer to Appendix Two Schedule A.

**5.8 Chassis, Bodyshell and Exterior:** Refer to Appendix Two Schedule A, except:

- (1) For Schedule K vehicles where mechanical components pass through the bulkhead the mandatory requirement of a sealed bulkhead is removed

**5.9 Engine Bonnets / Covers:** Refer to Appendix Two Schedule A, except:

- (1) For Schedule K vehicles with rear mounted engines, complete (engine) covers are recommended although are not considered mandatory. Where fitted they shall incorporate positive retaining fasteners.

**5.10 Doors:** Refer to Appendix Two Schedule A, except:

- (1) For Schedule K vehicles of Period U.

## Appendix Six – Schedule AA

- 5.11 Windows:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K Open vehicles, as an alternative to a full height windscreen a wind deflector may be fitted being a device intended to divert wind, liquid and/or foreign matter over the driver.
- 5.12 Rear Vision Mirrors:** Refer to Appendix Two Schedule A, except:
- (1) For Schedule K vehicles, the reflective surface dimensions are not controlled.
- 5.13 Aerodynamic Devices:** Refer to Appendix Two Schedule A.
- 5.14 Vehicle Cockpit:** Refer to Appendix Two Schedule A.
- 5.15 Towing Eyes:** Refer to Appendix Two Schedule A.
- 6. Non Safety Items:**
- 6.1 Ballast:** Refer to Appendix Two Schedule A.
- 6.2 Competition Numbers:** Refer to Appendix Two Schedule A, except where detailed otherwise in the Event Supplementary Regulations.
- 6.3 Radio Transmitters:** Refer to Appendix Two Schedule A.
- 7. Rally Vehicles:** Refer to Appendix Two Schedule A, as there are no alternative standards prescribed under this Schedule for vehicles used in rally events.
- 8. Use of Motorsport Vehicles on Public Roads:** Refer to Appendix Two Schedule A.

## Appendix Six – Schedule AA

### Part Two

1. **Application Process for a LVV / MotorSport Authority Card:** Refer to Appendix Two Schedule A.
2. **Renewal Process for a LVV / MotorSport Authority Card:** Refer to Appendix Two Schedule A.
3. **Fuel Specification Chart:** Refer to Appendix Two Schedule A.
4. **Standards Labels:** Refer to Appendix Two Schedule A.
5. **Safety Structures (Roll Protection):** Refer to Appendix Two Schedule A.
6. **Homologation Application Process for Safety Rollbars and Safety Cages:** Refer to Appendix Two Schedule A.
7. **First Aid Kit Contents:** Refer to Appendix Two Schedule A.