



STARTER PACK

For new entrants

Everything you need to
know to join and enjoy
your first event.

With assistance from

MotorSport
New Zealand



Live life faster

WELCOME

Welcome to... *Classic Trial*

A big welcome from the Classic Trial NZ Committee.

Classic Trials is a fun, friendly, non-contact regularity series for classic cars. It is designed for competent drivers who want to enjoy proper track time in their own classic car, without the door-to-door pressure of racing.

The idea is simple.

Each driver nominates a target lap time and then aims to repeat it as accurately as possible throughout a session. The winner is not the fastest car, but the driver who delivers the most consistent laps. Timing aids are not permitted in the car, so the challenge is to judge your pace by feel, rhythm and consistency.

This format rewards smooth driving, mechanical sympathy, and concentration - making it ideal for classic vehicles and for drivers who want to enjoy circuit motorsport without the risks and costs that often come with hard racing.

Why Classic Trial?

- Safe, non-contact circuit motorsport
- An ideal entry point into track driving
- Skill and consistency matter more than budget or horsepower
- A welcoming paddock with a supportive culture

Whether you are new to the track or an experienced competitor, Classic Trial offers a rewarding and sustainable way to enjoy your classic car on track.

The spirit of the series is simple too. Enjoy your classic car, drive with good judgement, look after the people around you, and keep the paddock friendly. **And importantly, have some fun!**



JOIN

How to... *Join the fun*

Classic Trials is an invitation-based series. The best first step is to email the committee at classictrialnz@gmail.com with as much useful information as you can provide about yourself and your car.

Please include:

- 1 Your name and contact details
- 2 A clear photo of the vehicle
- 3 Year, make, model and engine details
- 4 An outline of any modifications, especially major changes or performance upgrades
- 5 WOF and registration details, including expiry date, if applicable
- 6 Logbook details
- 7 Authority Card details, if required
- 8 Roll cage homologation number, if applicable
- 9 Current car club membership
- 10 Preferred race number
- 11 Any other relevant information that may help the committee assess the car and entry

The committee will review the application and advise whether the car and driver are accepted. If accepted, a race number will be assigned and you will receive further information about upcoming events and the process for entering.

If you are unsure whether your car is suitable, ask first.
It is much easier to have that conversation early than to discover a compliance or eligibility issue close to race day.



ELIGIBILITY

What is required... *To be eligible*

Classic Trials is intended for suitable classic and historic cars.

As a general guide:

- ✓ Sports and GT cars must be more than 15 years old.
- ✓ Saloon cars must be more than 25 years old.
- ✓ Classic British, European and Japanese marques are typically eligible.
- ✓ Other marques may also be considered at the organiser's discretion.
- ✓ Replicas and retrospective specials may be accepted subject to relevant compliance.
- ✓ All vehicles must also meet applicable MotorSport NZ requirements - including but not limited to *Appendix Five Schedule C, Appendix Two Schedule A* - and the supplementary regulations for the particular event.

The committee looks at the whole picture: the type of car, how it is prepared, its likely performance, how it fits the spirit of Classic Trials, and whether it can run safely and sensibly with the rest of the field.

Check out our website at www.classictrialnz.co.nz to see the types of cars currently running with us.

Not sure if your car qualifies? Send the details through and ask. A quick discussion with the committee can save a lot of wasted time and cost.



STANDARDS

What are the...

Driving standards

Classic Trials is not door-to-door racing. The aim is to drive consistently against your own nominated lap time, while leaving room and showing good judgement around other cars.

Overtaking.

Overtaking is generally discouraged unless it is clearly safe and can be completed sensibly. We do not encourage overtaking on corners unless the manoeuvre is obvious, safe and can be completed in its entirety. Ideally, overtaking should happen under acceleration, not as a dive-bomb or late-braking move. The car being passed should maintain its own line and the overtaking driver is responsible for making the pass safely. Aggressive driving, poor judgement or repeated failure to follow advice may result in a no result, a black flag, removal from the event, or withdrawal of the invitation to compete.

No timing aids.

No timing aids or timing devices may be used in the car.

Speed bars.

Speed bars apply at the circuits we use. Any lap faster than the speed bar will result in a no result for that trial. Laps significantly faster than the speed bar may lead to a black flag.

Current speed bars

Hampton Downs - NC	1:25
Taupo Motorsport C1	1:56
Taupo Motorsport C2	1:35
Taupo Motorsport C3	0:50

As at 1 August 2026

The short version is: be smooth, predictable and respectful.

**Consistency
beats
outright
speed.**



CAR & SAFETY REQUIREMENTS

What are the... Mandatory Reqs

The requirements below are a practical guide only. Always check the current MotorSport NZ Manual and any supplementary regulations provided for the event.

- ✔ **Logbook.** A logbook is mandatory for our events.
- ✔ **Authority Card / LVV certification.** Certain modifications may require LVV certification or an LVV / MSNZ Authority Card. These can include competition harnesses, certain roll protection, competition seats, braided brake lines, open brake bias systems, plastic glazing, removal of airbags or factory occupant protection systems etc.
- ✔ **Fire extinguisher.** All cars require an approved fire extinguisher, correctly installed and within reach of the belted-in driver. Hand-held extinguishers must be at least 1kg and mounted securely with the appropriate metal retaining system and fixings.
- ✔ **Tyres.** Tyres must be road legal and DOT-rated. Slicks are not permitted.
- ✔ **Transponder.** A transponder is required for timing. Transponders can usually be hired on the day, but check event details before you arrive.
- ✔ **Competition numbers.** Numbers must be fitted clearly on both sides of the car and on the windscreen as required by the regulations. Number stickers may be available from meeting organisers, but do not rely on this without checking.
- ✔ **Driver licence.** A minimum M Grade licence, or better, is required for Classic Trials. No passengers are permitted.
- ✔ **Driver clothing and safety gear.** Drivers must wear the required safety apparel. Tracks may require gloves and a balaclava even where Club Sport Basic requirements may appear less demanding. Classic Trials recommends complying with the higher practical standard to avoid confusion at the gate.
- ✔ **FHR / neck restraint.** Requirements depend on the vehicle, seats and belts. Cars with competition seats and harnesses generally require a compliant Frontal Head Restraint. Road-registered cars with standard seats and lap-and-diagonal belts may use a compliant foam collar type neck restraint, subject to current rules and track requirements.

FIRST EVENT

What to prepare... *For your first event*

A first event is much easier if you arrive organised. Give yourself time, avoid last-minute jobs, and ask questions early if you are unsure about anything.

Before the event:

- 1 Confirm your entry has been received and accepted.
- 2 Read the supplementary regulations carefully, especially the timetable, entry & sign-on requirements & venue rules.
- 3 Pack your M Grade licence and car club membership card.
- 4 Bring all required safety gear, including helmet, suit, footwear, gloves, balaclava, neck restraint / FHR as applicable.
- 5 Bring a transponder, or confirm how to hire a transponder on the day. Remove any in-car timing aids before going on track.
- 6 Check tyres, tyre pressures, wheel nuts, fluids, fuel, belts and general mechanical condition of your car.
- 7 Pack basic tools, a tyre gauge, tape, cable ties, water, lunch, sunscreen, warm clothing and anything else you need for a full day at the track. Camping chairs are also a good call.

Scrutineering. The queues can be long and can put pressure on your morning. Competitors' cars are generally scrutineered every 3 meetings or within 6 months.

Try to arrive early enough to park, unload, sign in, sort your transponder, check the car and get yourself settled before the drivers' briefings. The less rushed you are, the better your first day will feel.

Ct

ON THE DAY

What happens... *On the day*

Every event has its own timetable, but most Classic Trials days follow a similar pattern.

1 Sign-in

Sign in with the event organisers, confirm your details, collect any required documentation, and sort your transponder if needed.

2 Scrutineering

Your car and safety gear may be checked for compliance. Have your paperwork and gear ready.

3 Drivers' briefing

Attend the overall Event drivers' briefing and separate Classic Trial drivers' briefing shortly afterwards. Listen carefully. This is where you will hear key information about flags, procedures, track conditions and any event-specific or series-specific updates for the day.

4 CT Drivers' briefing

5 Practice session

Use practice to learn the track conditions, warm yourself into the day, and understand what pace feels comfortable and repeatable.

6 Nominate lap time

After practice, find a Classic Trial coordinator (red cap with Ct logo on it) and nominate the lap time you will aim to repeat during the trials.

7 Classic Trial runs

You will usually have three Classic Trial runs. The goal is to drive as close as possible to your nominated lap time on each timed lap.

Timing and results. The standing-start lap and the in-lap after the chequered flag are excluded. Your variation from the nominated time is calculated across the timed laps. The best two results of the day are normally used for the event result, and the best two event results count toward the championship.

Do not chase other cars and do not try to make up time aggressively if you think you are behind. The best drivers are smooth, predictable and calm.



FIRST RUN

Tips for the... **First run on track**

Your first run is about learning the format, getting comfortable, and bringing the car home in one piece. Nobody expects you to be perfect on day one.

First run tips:

- 1 Be smooth, not heroic
- 2 Aim for consistency rather than outright speed
- 3 Drive your own trial rather than chasing the car ahead
- 4 Leave room and be patient in traffic
- 5 Do not dive-bomb into corners or surprise other drivers
- 6 Ask questions in the paddock - everyone was new once
- 7 Check tyre pressures, fuel and fluid levels between runs
- 8 Keep an eye on the timetable so you are ready when called
- 9 Enjoy the day and get to know the people around you

See you on the track!

Need guidance or help on the day?

Find one of the Classic Trials team at the track by wearing a cap with the **Ct** logo on it. Red caps = coordinators. Black/white caps = competitors. We can usually be found close-by our Classic Trial flags.



Need help understanding anything beforehand?

Email classictrialnz@gmail.com or visit our website at www.classictrialnz.co.nz. We are more than happy to help you understand the process.



Important note.

This starter pack is a guide only. Regulations, licensing, safety equipment requirements, track requirements and event procedures can change. Competitors are responsible for checking the current MotorSport New Zealand Manual, event supplementary regulations and any instructions issued by the organisers or officials.

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