

**A NEW WAY TO ENJOY YOUR  
CLASSIC CAR**

# WHAT IS A REGULARITY TRIAL ?

A regularity trial is **NOT** a race but a speed trial, and the only focus is driving your car at speed on a race track with the key objective of driving each lap as consistently as possible over a given number of laps.

This type of event is **NOT** about how fast your car, or driving is, it is about how consistently you can drive your car to a given lap time, and how you can do this better than the other drivers. These events are specifically designed to create an enjoyable, low-cost and low-risk way for people to enjoy their cars and compete in motorsport without the pressure of an outright racing environment.

Competitors nominate a lap time after the practice session(s), and then during the trial, you have to lap as close to that nominated time as possible, if you go too fast or too slow you will accrue penalty points. The driver who has accumulated the least points at the end of the trial wins.

Whilst driving around a race track consistently may seem simple, remember, you cannot use any form of timing device whilst driving, so you have to use your speedo, your engine rev's, gear changes, braking points, and racing lines to determine how fast you're going. You will also be on the track with other competitors, so you may be passed or have to pass another car, this can only be carried out on the straights, so you have to drive strategically.

**The Classic Motor Racing Club Regularity Trial is designed to provide a new experience for competitors who are -**

1. Starting out in motorsport and want to gain experience and driving skills before maybe moving onto racing.
2. Those who enjoy motorsport but may not want to be involved in door handle to door handle racing events.
3. Owners of performance cars who wish to exercise them in a safe and controlled environment and hone their driving skills.
4. Competitors who have taken part in many years of racing and wish to take a step back but still enjoy the fun of competition.

We recognise that there is always an element of danger in motorsport, but in order for the Regularity Trial to exist we have driving standard controls in place, and we require competitors to act and drive responsibly. A driving standard observer will be overseeing each trial, and to provide control on driving speeds we have placed a speed bar meaning no competitor can lap faster than 1.20secs at Levels Raceway Timaru.



If any driver laps under this time, they will be immediately black flagged with their car number and they will then come off the track and proceed to pit lane where they will be advised of the infringement. They will then be removed from the trial and automatically be administered the same amount of points as the highest accumulating competitor. They can take part in all remaining trials, but if they go under the speedbar again, they will be black flagged and removed from the remaining trial events entirely.

Passing under brakes, or in corners is also prohibited unless it is recognised the manoeuvre was officially deemed critical to avoid an incident.

Race starts will be run as rolling starts with cars assembled in order in the assembly area and will be led out onto the track in single file with no passing until the start flag is waived.

## WHO CAN COMPETE ?

Anyone over the age of 16 \* but you will either need to hold a current C Grade racing licence, or you will need to obtain a Motorsport New Zealand M class licence. M class licences are available via Motorsport New Zealand. We run you through the process in detail on PAGE 4.

Also current race licence holders can be involved, however you cannot enter into a regularity event in the same car you are racing in another class at the same race meeting.

\* Drivers under the age of 16 are only permitted to enter if they hold a current Motorsport New Zealand Junior Competition Licence



## WHAT KIND OF CAR CAN I ENTER ?

There are two types of vehicles which are eligible for the Classic Motor Racing Club Regularity Trial, **BUT ALL vehicles must be a minimum of 30 years old or older, and either/or**

1. A vehicle which holds a current WOF and Registration.
  2. A racing vehicle with a current and up to date log book.
- All WOF vehicles will be subjected to a mandatory safety audit at the event.
  - Normal audit requirements apply to all log booked race cars.
  - All cars must not exceed the 95db noise limit.



## HOW MUCH DOES IT COST ?

### CLASSIC MOTOR RACING CLUB MEMBERSHIP

Firstly to obtain an M Class Licence (minimum requirement) you need to be a member of a car club. The Classic Motor Racing Club offers one of the most cost effective annual subscriptions and provides a great deal of opportunities to run your classic car. Our annual fee is \$50.00

### LICENCE

An M Grade 12 month licence costs \$105.00 per year.

A temporary M Grade licence costs \$40.00 but only lasts for a single event.

### EVENT ENTRY FEE

Our 3 day Southern Classic event is \$395.00 incl GST to enter.

But dont be late as there is a \$100.00 late entry fee. This will provide 2 practice sessions, and 4 trials throughout the 3 day event.

### TRANSPONDER HIRE

You will need to hire a transponder so that the timing officials can time you. These cost \$30.00 per event to hire, and must be attached to your car securely and pointing to the ground. A bracket can be purchased at [www.harrisracerradios.com](http://www.harrisracerradios.com), or the transponder can be securely cable tied onto your car, but it must be secure as these cost a lot of money to replace if damaged and fees will be charged to the user.



# WHAT OTHER GEAR DO I NEED ?

The gear that you will need depends on what type of car you enter into the event.

## WOF ROAD CARS

If you are bringing along a road car that has a WOF and has no logbook or roll cage, you will need to -

1. Create your profile, and enter your road car into the Motorsport Online system, and create and electronic log book number, plus complete the online entry to the event.  
We detail this process on PAGE 6
2. Fit a Fire extinguisher into the car as per Motorsport New Zealand requirements found at <https://motorsport.org.nz/wp-content/uploads/Schedule-A-Part-One.pdf> and go to Page 30 and 31, note the type required is for Clubsport Events
3. You will need to present at audit, and wear during the event
  - a. 100% Cotton Overalls - must have label showing its 100% cotton
  - b. 100% Cotton Underwear
  - c. 100% Cotton Socks
  - d. Fully enclosed shoes which are either made from Fire Resistant or Leather material.
  - e. A crash helmet that meets the required standard, examples of the accepted standards can be found at <https://motorsport.org.nz/wp-content/uploads/Schedule-A-Part-One.pdf> and go to Page 12,  
As a general rule, helmets with either ECE 22 , AS1698, SFI or FIA will be accepted, for a low cost solution many motorcycle helmet options can be found with an ECE certificate and start at \$199.00. Remember your helmet will need to have a visible standards label, and be in good condition. Also please don't buy a helmet online, you should go into the retailer, and actually test fit the helmet as per <https://motorsport.org.nz/wp-content/uploads/Schedule-A-Part-One.pdf> Page 11.  
An ill fitting helmet can actually cause more harm than help, therefore drivers may be asked during audit to put on the helmet to check fitment.

## RACE VEHICLE

If you are bringing along a race ready vehicle you will need to -

1. Bring your log book and have checked your car is ready for auditing under the normal MSNZ requirements for a racing vehicle.
2. You will need to bring **ALL** your normal racing equipment meaning your Race suit, Race underwear, Balaclava, Helmet, Gloves, and your Frontal Head Restraint (FHR) such as a HANS Device.



# WHAT HAPPENS AT AN EVENT ?

A typical event will normally be held over a 3 day meeting. There will be 2 practice sessions and 4 trials for a 3 day meeting, and 1 practice and 2 trials during a single day meeting. At the end of every trial competitors points are tallied and competitors get to see where they are positioned against their other competitors. At the end of all the trials, each competitors points are totalled, and the overall event winner is determined.

## DAY 1 - PRACTICE

Is about getting your car and equipment setup in the pit paddock. Then you move onto documentation, where your License is checked, and your car is audited. There will be a compulsory drivers meeting and once this is completed, two compulsory practice sessions are run. These sessions give you an opportunity to get used to the car on the track, and to determine a lap time which you feel is comfortable to achieve consistently. You will then nominate a goal lap time to the coordinator.

## DAY 2 - TRIAL 1 & 2

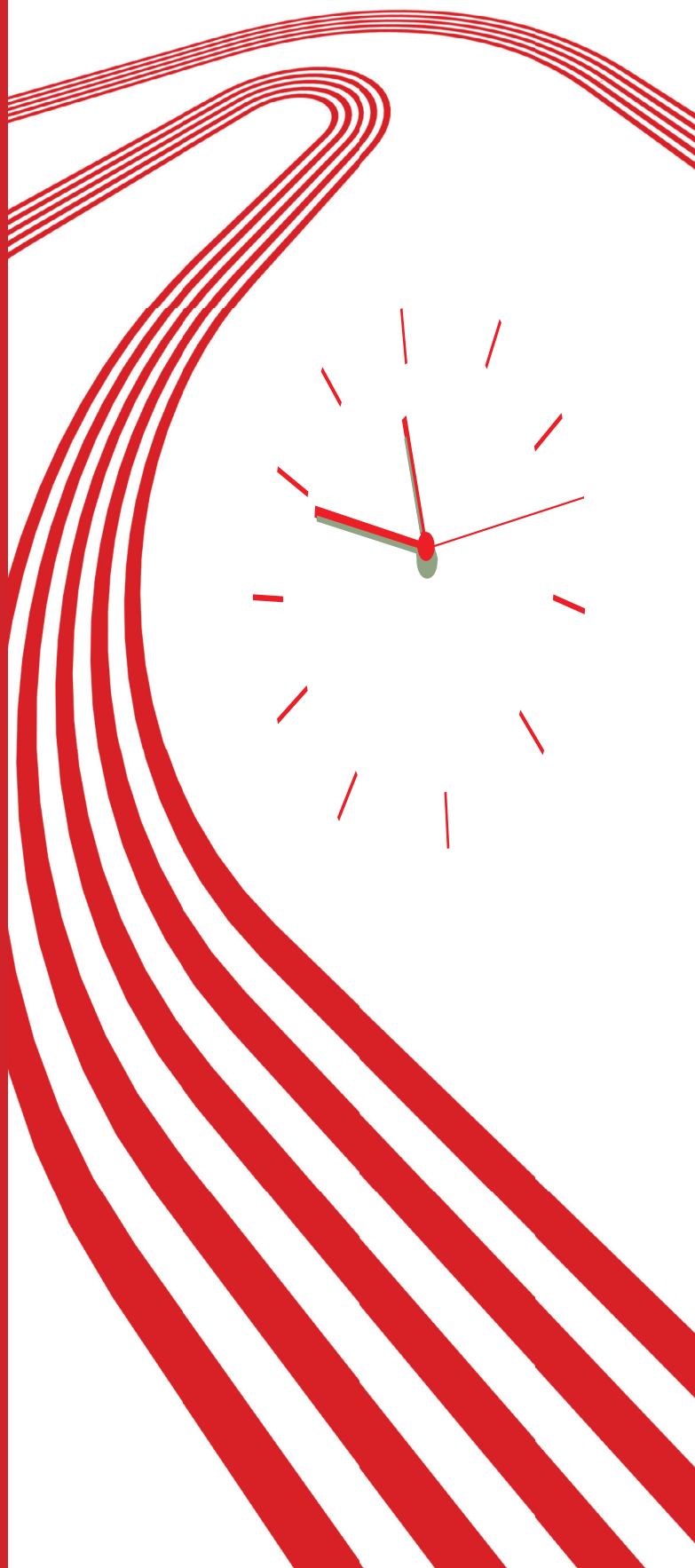
Is the actual competition. You will be in the pits with all other competitors. The Regularity Group will be called up to the assembly grid and you will be lined up in order of fastest to slowest. You will be released onto the track and do almost 1 complete lap behind the safety car in single file, then as the safety car approaches the pit entry it will leave the track and your trial begins as you cross the start finish line for the first time. Your job is to then lap as consistently as possible for the duration of the event.

## DAY 3 - TRIAL 3 & 4

You will again do the same as above, as you get to the end of the event, you will have learnt a lot about not only your ability, your car, the track but also how a race and a race meeting is actually run. Overall we hope you would have enjoyed yourself, and you will have taken away some info away to help you at the next event, whether it's something about your car, or your driving or both. Most importantly we are confident you will have had fun, met new people, and with your new found experience, come back to do it again at our next meeting.

## AND THE WINNER IS .....

If you've done everything right and you end up at the end of the weekend as the winner, you will be awarded a certificate and at the end of our racing season a winner of the trial season overall will be awarded the prestigious Sundstrum Trophy generously provided by the Otago Branch of the AA.



# OK YOU'RE STILL KEEN TO GET ON TRACK WHAT HAPPENS NEXT ?

## LICENCE APPLICATION

1

### JOIN A CAR CLUB

To hold a MSNZ Racing Licence you must be a financial member of a car club, and to enter the regularity trial you must be a member of the Classic Motor Racing Club.

The membership form is at the back of this leaflet. Send it in with your membership fee and we will send back your membership details and membership number. **You will need this number to complete your Licence application.**



2

### APPLY FOR YOUR LICENCE

Simply go to [www.motorsport.org.nz](http://www.motorsport.org.nz)

Select LICENCES

Then CLUBSPORT LICENCE

Go down to Step 1 and get started.

## VEHICLE REGISTRATION

### REGISTER YOUR VEHICLE IN MOTORSPORT ONLINE

Simply go to [www.motorsport.org.nz](http://www.motorsport.org.nz)

Select ONLINE

Then MOTORSPORT ONLINE SUPPORT

Then COMPETITORS

Then select the Tutorial Video REGISTER A VEHICLE  
Follow the instructions, for a WOF car remember to use

NO under purpose built

A under safety schedule

N/A for MSNZ safety schedule compliance

No for the FIA technical passport

No for the overseas ASN.

Your car will then be registered to your profile and  
you can enter our events online.

# OK YOU'RE STILL KEEN TO GET ON TRACK

## WHAT HAPPENS NEXT ?

### CAR PREPARATION

Now you've got the paperwork out of the way its time to work through your pride and joy. Don't leave this until the day - you will look like a turkey in the pits, and the meeting will be over a weekend so obtaining parts you need may prove difficult.

#### WOF ROAD

**Have you fitted the fire extinguisher, and is it charged ?**

Are the seat mounts secure ?

Are the mirrors adjusted, and secure ?

Is the steering wheel secure and has no play ?

Are the seatbelts secure and functioning correctly ?

Is the firewall complete and there are no holes ?

Is the throttle return spring fully functional ?

Is the positive battery terminal covered ?

Is the battery securely mounted ?

Is the interior of the vehicle free of loose items ?

Are the brakes functioning well, and have good pressure ?

Are all the fluids topped up - coolant, oil, brake fluid, power steering

Is the fuel cap secure and sealing correctly with no leaks ?

Are all the lights working correctly ?

Is the exhaust system secure, not leaking, and working within the 95db noise limit ?

Is your helmet up to standard, and in good condition ?

Do you have the right safety gear, and the labels show they are 100% cotton ?

Do you have the right gloves, and the right footwear ?

Have you got your racing licence and your club membership card, and your electronic logbook number ?

#### RACE VEHICLE

As above where applicable - but also is the roll cage/bar in good order and does it have the right amount of padding in the right place ?

**Protective helmet Art 4.1**

**-Good condition- no significant scratches/cracks etc. – expiry date?**

**Frontal Head Restraint Art 4.2**

**-Good condition restraining straps - no fraying/stretching**

**Race Suit Art 4.3**

**-Clean (free of oils stains etc.) and within expiry date**

**Protective clothing Art4.3**

**-Clean and free of holes/damage – fitting well**

**Do you have the log book, your race licence, and your membership card ?**



# THE SUNDSTRUM TROPHY

*One of New Zealand's oldest and most prestigious motoring trophies.*

Sitting proudly on display in the boardroom of the Otago branch of the AA is a magnificent trophy made from Wood, Greenstone and Brass.



The automobile adorning the trophy is quite clearly from a time gone by, and its age vividly captures an era now sadly past, when navigational timed rallies were held on public and paper roads in road registered vehicles, and competitors were motoring enthusiasts who competed during the day and into the early evening enjoying the social activities at the end of each day as much as the motoring itself.

The stories of adventures through the countryside with a car full of enthusiastic helpers, of getting lost down roads far away from civilisation, and hurriedly repairing cars on the side of lonely roads to not only make up time on the route, but to get to the social party that night are many. And for those who never had the opportunity to be involved, it reminds us again of how times have changed, and how we somehow missed out on a golden era of competitive motoring events.

The event was described as a Navigational Rally where contestants drove road registered cars on public and paper roads over routes designed by members of the Otago branch of the AA. The contestants could have teams in their vehicles and many teams consisted of a driver, navigator and spotters looking out for either route markers, or road signs. The routes were time vs. distance routes, and were designed so that road speeds never exceeded the public limits, but consistent driving, and good navigation through the route was critical to getting to the end on time without penalty points. There were many challenges which faced the teams, for instance it was not uncommon to come across a modified road sign slightly mis-spelt to try and send the less eagle eyed teams off the route! The event fostered many skills including focussed driving, mechanical knowledge and teamwork, not to mention the experiences gained from the social gatherings after the days driving !

The very first navigational rally run by the AA Otago branch was run in 1949, and the event ran every consecutive year until its conclusion in 2013, with entrant numbers ranging between the mid 30's through to it's peak when almost 80 entrants contested the rally over a winters weekend in 1973. The inaugural winner was Jack Lemon, and winners include Mrs Sybil Lupp in 1951 and 1952.

The Classic Motor Racing Club are sincerely grateful to the Otago branch of the AA to be able to continue the Sundstrum's incredible lineage by awarding this trophy to the overall winner of our Regularity Trial for the first time in 2025, marking what we hope to become the next phase of the trophies heritage. Whilst competitors are no longer competing on public roads with navigational challenges, contestants in the trial will be challenged by not just the ever present demands of the stopwatch, they will need to be faultless in their driving skills and master braking, gear changing, engine revs, and cornering, and negotiating other cars safely and only on the straights to get as close to their nominated time as possible.

Good luck to all, and let us honour the Sundstrum's heritage with sportmanship and comoraderie for many years to come.



Sybil Lupp