

Historic & Classic Saloons Pre78 Regulations

Production Saloons up to 31st December 1977

This is a guideline of the regulations covering MSNZ Schedule T&C.

The intention is to give clarity of these regulations by the way that the Coordinator of Historic & Classic Saloons Pre78 see these being interpreted.

The other regulations under General, cover Schedule K, FIA Appendix K and Australian Motorsport (CAMS) Group Na and Nb.

This also covers general regulations on COD's and non compliances.

Please Note if your car has an older COD and it complies with that COD you will not be asked to update the cars components to these regulations and you will be welcomed to race.

For Saloons we are representing the cars that raced in NZ and Australia in the period of the Saloons of 1958 to 1967, FIA Group 5 from 1964 to 1967 and FIA Group 2 Saloons from 1968 to 1971 and Groups Na and Nb.

Statement of Purpose

The objective is to encourage those with "Historic Schedule K" and Classic Saloons to participate in motor racing where the cars on grid are close to period correct.

Historic racing is about comradeship, enjoyment and the spirit of running a period car.

We are not about championships, winning, egos or trophies. It is a class where the cars are the main focus and we do race but with a respect for others on the circuit.

Poor or over exuberant driving will not be tolerated. We are trying to create a safe environment for car owners to bring out there historic cars to enjoy driving them with the knowledge that at the end of the day they can go home unscathed.

Our regulations are simple. They are not exact in many areas as "*the spirit of sportsmanship*" is the primary focus. The "Statement of Purpose" will take precedence in any regulations dispute.

Interpretations and Definitions:

These definitions are to be read in conjunction with these rules. The ones that are important to understand are:

"*Standard*" a run of 100 identical units equals a production run of vehicles. Any less than this does not count as a production vehicle.

"*Period*" and "*Era*" means produced up to 31st December 1977.

"*Appearance suitable*" means keeping the look within the period that our cars represent.

"*Free*" this is the often misinterpreted phrase. It does not mean you can please yourself. If it states "Free" (part) this means that the original part as well as its function may be removed or replaced with a new part, on condition that the new part has no additional function relative to the original part and must be from the same era and be shown to be available, or used in period, on the make and model the car depicts.

1. Eligibility

- 1.1. A vehicle may be modified to utilise the period variations within the manufacturer's model body shell. Minor alterations to facilitate fitment of safety items is allowed.
- 1.2. Modifications are allowed as specified in this document.
- 1.3. The onus of providing proof of eligibility remains the responsibility of the owner. You need to research the facts and get period articles and any history associated with your car. This is important to prove the history of your car.
- 1.4. The year of manufacture ends on 12/1977
- 1.5. Carry on bodies are allowed ie Mk2 Escort.
- 1.6. A list of approved makes and models is as per the **Historic & Classic Saloons Pre 78 Eligibility List**.
- 1.7. Appearance is very important so that your vehicle has the correct period look.

2. Exterior/Bodywork

- 2.1. The vehicle shall be smartly maintained with all exterior trim in place.
- 2.2. All panels, bumpers, mouldings, spoilers etc must be made of the original materials as per standard series Production vehicle. eg; steel panels must be retained if originally fitted. Only period modifications are permitted. All panel must retain the production silhouette.
- 2.3. Only front and rear spoilers which were available for the car in period may be fitted. These must be the same size and only made of materials from that period. ie; no Carbon fibre/Kevlar etc.
- 2.4. Headlights and tail lights must be fitted and working.
- 2.5. Door rubbers must be fitted.
- 2.6. The original manufacturer's wiper system, motor, arms and levers along with wiper arms must always be fitted and working with an operating switch within reach of the drivers as per MSNZ Schedule A
- 2.7. Original style bumpers of the same factory material shall be used. No fibreglass bumpers unless factory original or homologated.
 - Cars that raced in period without bumpers may be exempt. Please enquire.
- 2.8. Side marking indicators and park lamps that are mounted into the side of the front and rear fenders/mudguards can be removed but any holes left in the body work must be filled or have a covering plate. Front forward facing park lamps cannot be removed. No additional venting to the front panels for extra cooling to the radiator allowed.
- 2.9. No body de seaming or removal of drip rails is allowed.
- 2.10. No bonnet scoops unless a factory production item.
- 2.11. Flaring and rolling of the inside of guard wheel openings is allowed but must be in keeping with period.
 - Screw on fibreglass flares are not acceptable unless period correct for that vehicle.
 - Flares must be subtle and should not remove any factory swage lines on the body.
 - Modifying or tubbing the inside half of the inner rear wheel well is strictly prohibited.
 - Modifying the outer half of the inner wheel well solely for tire clearance in conjunction with the fitting of a fender flare is allowed.
- 2.12. Original manufacturer's inner front fenders/guards must be fitted, but these can be modified slightly for roll cage bar clearance and/or fitment of catch tanks, etc
- 2.13. Bonnets and boot lids should preferably be factory hinged. Bonnet clips to be period looking, no modern hide away clips.
- 2.14. The boot floor may be replaced with rigid material (from period) and modified to allow fitment of a fuel cell.

- 2.15. No fibreglass/carbon fibre/composite panels or stick on carbon fibre coverings.
 - Fibre glass flares are allowed if a production item to that model car, in short more than 100 units made with the flares and spoiler package.
 - Mk1, Mk2 Escort and Mini have flares as they were sold and raced/rallied in NZ.
 - No kit car or Sports or GT are allowed.
 - No Zakspeed body kits on Mk1&2 Escorts or works body kits to BMW, Capri etc.
 - No modification to the firewall to set the engine and transmission back.
- 2.16. The passenger's side floor and sill *can not be modified* for side exit exhaust or muffler clearance.
- 2.17. Preference will be given to glass windowed cars however Plexiglas of only 4.5mm thickness is allowed for side and rear windows provided the original fixings are used and the windows are fully operational.
 - If this is the case then the rear window must be 4.5mm thick (MSNZ rule).
- 2.18. All the side windows must roll up and down on the original window mechanisms and be in the original frames. Quarter and rear side windows must operate as per original specification.
- 2.19. No underside aerodynamic aero aids, panelling or defectors allowed.
- 2.20. All internal door mechanisms must be in place and cannot be drilled or lightened.
- 2.21. All door and door opening stainless roof rail mouldings and weather-stripping rubbers and inner sill plates as fitted by the manufacturer must be retained and fitted.
- 2.22. External front and rear windscreen stainless mouldings as fitted by the manufacture **MUST** be retained and fitted.
- 2.23. Period modifications are allowed but proof of such modifications must be supplied before being approved.
 - Aluminium body panels, doors, bonnet and boot lid are allowed on Mk1&2 Cortina, Anglia and Mini. Mk1&2 Cortina's are allowed aluminium guards.
 - Homologated fibreglass bonnets, boot lids and flares are permitted if applicable to your vehicle but these must be correct with all bracing and dimensions being factory correct.

3. Interior

- 3.1. The headlining and carpets may be removed. Aluminium or steel mounted foot floor plates can be used on both the driver's and passenger's side.
- 3.2. The heater box, heater, heater fan and hoses and/or AC unit can be removed, the remaining holes in the firewall must be covered and this can be either a plate screwed in place or permanently welded in as per MSNZ.
- 3.3. Front seats may be replaced with recognised competition seats.
- 3.4. The manufacturers inside door panels, arm rests and the rear seat side panels are to be retained. The back seat should be retained or if unable to due to roll cage replaced with a padded upholstered cover.
- 3.5. The original window winders, door handles and arm rests must remain.
- 3.6. Minor interior items such as door storage pockets and under dash trays may be removed.
- 3.7. The original dash padding and attaching frame work must be retained.
 - The dash frame and dash pad can be modified for roll cage clearance.
- 3.8. The instrument panel in front of the driver can be replaced with a fabricated metal panel to hold race style instruments; this will also be allowed on some vehicles that came with centre mounted gauges.
- 3.9. The original glove box lid must be fitted but can be non-operational

- 3.10. No Carbon Fibre or Carbon-Fibre look alike material can be used anywhere on any vehicle.
- 3.11. Aftermarket gauges with Carbon Fibre print or backing is not allowed. We recommend period style gauges.

4. Chassis

- 4.1. The standard chassis must retain full structural integrity, i.e. removal of any material or component which was originally designed as load bearing is strictly prohibited.
- 4.2. Addition of stiffening material and components is permitted.
- 4.3. Transmission tunnels to remain as standard but may be modified for shifter/lever clearance only. Shifter should retain the original position.
- 4.4. Lightening of the structural body work by drilling out or replacing metalwork with composite materials is strictly not permitted.
- 4.5. Every vehicle must have its Manufacturer's identification Chassis or VIN number attached.

5. Engine

- 5.1. Cylinder head(s) and blocks can be changed to one of the same make and model range but must of been produced for that model and must be visually standard and be of the original material as manufactured.
- 5.2. All other components must of been available pre 12/1977. Fuel system must be period correct and available 12/1977. Multiple Carburettors, Fuel injection system must be mechanical and available to that model. Turbo and supercharging are only allowed if standard, in which case the standard turbo(s) and or supercharger must be retained.
- 5.3. Computerised engine and injection management systems are prohibited.
- 5.4. Boring of the cylinder blocks generally to a maximum of 60 Thou over standard is allowed.
- 5.5. Removing material from rotating or reciprocating parts for the purpose of balancing is permitted
- 5.6. Cylinder heads may be ported and polished. No modern dimple porting of heads allowed.
- 5.7. No lightening of blocks.
- 5.8. No off setting of valves allowed.
- 5.9. No electric driven water pumps allowed
- 5.10. No after-market blocks or heads allowed unless approved as a replacement period part for that particular engine/head by the FIA and MSNZ.
- 5.11. Ford Pinto may use the 200 or 205 blocks or new replacement cast iron blocks. No aluminium blocks allowed.
- 5.12. Mini may use A plus blocks. Arden 8 port heads are allowed.
- 5.13. Anglia/Cortina may use 1500/1600 block or new replacement cast iron blocks. Anglia/Mk1 Cortina must have the pre cross flow head.
- 5.14. Engine must be in the original position, no set backs or lowering.
- 5.15. Dry sump systems are allowed.

6. Exhaust

- 6.1. The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded as per MSNZ Regulations.
- 6.2. Any style of exhaust header/extractor system that fit the vehicle without modifications to the vehicle's structure or steering can be used. Headers/Extractors in either standard steel or stainless tubing are allowed.
- 6.3. The passenger's side floor and sill cannot be modified for side exit exhaust or muffler clearance.

6.4. No carbon fibre or titanium exhaust components are allowed.

7. Clutch, Gearbox

- 7.1. A replacement gearbox is allowed but it must be a "Direct Bolt in Replacement" and from the same model of the car and from the same manufacturer from the same period.
- 7.2. No adaptations are allowed or gearbox's that don't resemble the look of the original style.
- 7.3. No Hollinger, Saenz or other sequential gearboxes are allowed.
- 7.4. The original rear gearbox cross member must be used, "minor" alterations to allow the easement of the gearbox removal and replacement are allowed but that is all. It cannot be modified beyond this, 80 percent of the original cross member should remain.
- 7.5. You can use the original gearbox with an internal dog box gear kit fitted.
- 7.6. On all replacement gearboxes the style of shifter and linkages must remain the same as the manufacturer produced on your particular vehicle. If an overdrive gearbox was standard it can be replaced with a period correct 4 or 5 speed from the same manufacturer.
- 7.7. Gear ratios may be substituted. After market gear sets acceptable.
- 7.8. Sequential gearboxes and sequential shift mechanisms are prohibited
- 7.9. Flywheel must be the standard size as manufactured for the vehicle but can be lightened
- 7.10. The following gearboxes are acceptable:
 - For Anglia's -Type 3 or Type E 4 speed.
 - For Cortina's - 4 speed type 3 or type E
 - For Escorts Mk1&2, 4 speed type E, ZF 5 speed. (No type 9, 5 speed)
 - For Capri's as for Cortina
 - Datsun may use 4 speed gearbox or go to Series 56, 60, 63, 71A, 71B or 71C short - 5 Speed gearboxes if applicable to that model.
 - Toyota may use 5 speed Celica gearbox Pre 12/77 if available in that model.
 - Mazda must preferably use a period 4 or 5 Speed Mazda Gearbox
 - This list will be added to over time.
- 7.11. Aftermarket shifter boots and levers are allowed.
- 7.12. You must use the standard size clutch plate as manufactured for the vehicle
- 7.13. Tilton/AP and other race clutches are allowed but no modern style carbon clutches.

8. Differential

- 8.1. May not be changed for another manufacturer unless due to components not being available. Please contact to discuss.
- 8.2. Diff ratios may be changed. Limited slip and locked differentials are permitted.
- 8.3. The diff housing must resemble the look of the original diff housing. No square shape or extra braced diff housings are allowed.
- 8.4. If a replacement differential is used, the suspension mounting points must remain as per the original car. Any replacement differential must be Pre12/1977 design.
- 8.5. NO cambered rear axles/and or hubs, not even a fraction of a degree.
- 8.6. A Watts linkage and/or Panard bar is a "period" race part and allowed on all HSC vehicles even if it didn't come with one from the factory.
- 8.7. No traction device can be mounted on the centre top of the diff housing and though to inside the cockpit.
 - A diff centre traction device such as a limited slip diff is allowed but NO electronic traction or stability devices are allowed.
- 8.9. Any diff ratio is allowed. Multi axle splines are allowed.

9. Suspension

- 9.1. The standard type of suspension and chassis mounting points (in their original position) must be retained and used for their primary function.
- 9.2. Sway bars may be modified to allow adjustment rate. Aftermarket larger diameter sway bars are permitted
 - No cabin adjustable roll bars allowed.
 - Front sways bars must be of the same design and shape as designed by the manufacturer and fitted and mounted to the original chassis brackets.
 - Sway Bar pivot attaching brackets that are bolted to the chassis are free.
 - Rear sway bars can be used even if not fitted by the manufacturer. The rear sway bar must be of a period U-Shape design, the mounting method and bar diameter is free. Custom fabrication to the diff housing or chassis is allowed.
 - Adjustable Rose Joint rod ends can be used to replace both front and rear sway bar end links.
 - No splined three piece sway bars,
 - No adjustable blade type sway bars.
- 9.3. Aftermarket tube type arms are not permitted.
- 9.4. The manufacturer's factory original front stub axle spindle must remain and be used or an identical forged reproduction version of what was fitted to your particular vehicle.
- 9.5. Aftermarket offset lowering type stub axles (drop spindles) are not legal and cannot be used.
- 9.6. Stub stiffener sleeves can be added to the stub axle for strength.
- 9.7. Bushing material is free provided the original suspension arm requires no modification when fitting the bushing. Tie-rod ends can be replaced with rose joint rod ends.
- 9.8. Shock absorbers must be either single or double adjustable.
 - Original mounting points must be used.
 - Shock absorbers with attached spherical bearings at each end are allowed.
 - You may not use any 3 (or more) way upwards, adjustable or canister (remote or otherwise) style shocks.
- 9.9. Suspension arm upper and lower outer "Ball Joints" must remain but you can use "Longer Taper" style upper ball joints to help with suspension geometry.

10. Steering

- 10.1. Steering components must retain the original steering systems mounted in the original position.
- 10.2. Power steering is allowable but must be period correct for the manufacture of the vehicle. No electronic systems allowed.

11. Electrical

- 11.1. All the original electrical wiring and components can be removed and the vehicle rewired to operate only the required items (ignition, starter, wipers and head/tail lights). Switches can be mounted in an alternative position, but must be able to be reached by the driver when strapped into the vehicle.
- 11.2. The battery if not mounted in its original position it is preferable to be mounted in the boot or inside the cab. The battery must always be mounted as per MSNZ Schedule A and in accordance with these regulations regarding the type of battery used. The battery type fitted should be capable of starting the vehicle multiple times without any external assistance.

- 11.3. All headlights and tail lights must be fitted and working, with an operating switch within the reach of the driver when strapped into the vehicle. A rain light is advisable.
- 11.4. The only electronic device allowed in any vehicle will be the engine's Ignition system, which in most cases will be a MSD 6AL or similar unit. In all cases it should be a single distributor mounted in its original position internally triggering the spark plugs. No crank trigger or multi ignition coil units. No computer adjusted distributors. A electronic points replacement fitted to the distributor is allowed.
 - Cars that came from the manufacturer with electronic fuel injection may run those components provided the unit used are period correct.
 - No aftermarket or modern (post 1977) ECU's allowed.
- 11.6. No in-car intercom systems that will enable the driver to talk to any outside person while racing is allowed.
- 11.7. No car mounted electronic timing, GPS or any other electronic monitoring/reporting device that enables the driver to monitor his lap times or plot the actual race track course or otherwise aid his performance is allowed. Only a transponder linked to the official track timing system to be used

12. Brakes

- 12.1. Disc Brake callipers must be a bolt together, 2 piece, lug mount" design.
 - Brake callipers must be the same configuration as manufactured, ie 2 pot, 4pot etc You can only use a calliper from and approved recognised brake manufacturer ie Willwood, AP, Dunlop, ATE, Girling etc
 - Only Sand Cast Aluminium or Steel/Iron calliper meeting these criteria is allowed.
 - No billet brake callipers are allowed.
 - The body of a two piece bolt together brake callipers must be, when bolted together, have no other material or spacers holding the two bodies apart.
- 12.2. A swing style brake pedal, firewall forward mounted master cylinder pedal box system are allowed because they were used in "period". Floor mounted pedal boxes are not allowed unless a factory option.
 - The master cylinder fluid reservoirs must remain directly mounted to the master cylinder/cylinders on the firewall.
- 12.3. Cooling ducts must be mounted within the body silhouette.
- 12.4. Any master cylinder bore size is allowed.
- 12.5. Any Handbrake Parking device and its components can be removed. Hydraulic handbrakes may be fitted.
- 12.6. Drum brake systems may be replaced with disc brake system if the model car had discs as an option or homologated. If not then the drum brake system must remain.
- 12.7. Rear drum brakes can be replaced with discs but must meet the above requirements of Clause 12.6.
- 12.8. Car Specific rules,
 - Anglia's can use the Consul 315 front struts and disc as being a period modification.

13. Wheels & Tyres

- 13.1. Wheel diameter under Schedule T&C is limited to a maximum of one inch (25mm) larger diameter from the standard wheel. Some cars are restricted to factory sizes and no creep applies.
 - However, the maximum wheel size in diameter that can increase will be capped at a maximum of 15". No creep allowed.
 - If your car came standard with a 15 inch wheel that is the maximum you can use.

- All small saloons including Mini, are limited to 6 inch wide rims.
 - Mini's can only use 10 inch diameter rims
 - Medium saloons, 7 inch rims.
 - Large saloons, 8 inch rims.
 - Ford Escorts with Bubble or Forest Flares are restricted to 13 inch diameter rims only. Maximum width 8 inches.
 - FIA Homologated Cars are generally restricted to factory specifications, please ask.
 - Ford Escort, Capri, Anglia, 315, Cortina are all limited to 13 inch rims.
- 13.3. Wheels must be fixed to the front and rear hubs with the same number of mounting studs as per the factory. However a vehicle with 4 (four) wheel mounting studs may be changed to use 5 (five) wheel mounting studs.
- 13.4. There are plenty of wheel manufacturers these days producing period replica alloy wheel so there is no excuse for using a modern wheel on your car. Period look only please.
- 13.5. Only tyres suitable for road legal use in New Zealand (WOF Legal) or period correct treaded pattern bias cross ply tyres may be used (Hoosier, Goodyear and Dunlop supply a range of bias treaded tyres).
- **Schedule T&C**, All tyres must have 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference
 - For radial DOT tyres, Aspect ratio is restricted to 50% minimum
 - All bias tyres aspect ratio is free (due to being a period correct tyre)
 - The use of semi slick tyres with only radial grooves is strictly prohibited.
 - **Schedule K**, All tyres must have 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference
 - All cars must run tyres that are appropriate for the period that the car represents in aspect ratio, tread and compounds. ie Hoosier TD S/R, Avon ZZS, Avon CR6ZZ, Dunlop CR65 or the like.
 - **Schedule CR3 and FIA**, All tyres must have 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference
 - All cars must use tyres that are appropriate to the period that the car represents both in aspect ratio, tread and compounds, ie Hoosier TD S/R, Avon ZZS, Avon CR6ZZ, Dunlop CR65 or the like.
 - FIA and Schedule K Escorts/Alfa Romeo GTAm running 13"x9/10" rims must use Avon 'All Weather' Bias tyres but these have to be Compound A37 or Avon ZZS Radial tyres.
 - **Note:**
 - Radial or Bias slicks are prohibited for all disciplines
 - Avon ZZR Radials are not approved.
 - Hankook 2 radial stripe semi slick is not approved.
 - No custom grooved bias or grooved radial slicks allowed.
 - It is recommended to have a set of wet tyres.
 - Make sure your tyres meet the above rules. Running bald tyres is not in keeping with the above and you run the risk of being removed from the grid. If in doubt please ask.

14. General

- 14.1. Note that The General Rules as shown here cover Schedule K, FIA Appendix K and CAMS Group Na & Nb
- All cars under Schedule K and FIA Appendix K must strictly be as they were manufactured, raced in period or as per the Homologation papers for the vehicle concerned.
 - Cars under Australian Motorsport (CAMS) must conform as per their regulations and only covers Groups Na and Nb.

- Cut off date for all FIA Appendix K cars is 12/1971 which covers up to Period G2 Group.
 - All cars built to FIA Appendix K must be in accordance with homologated weight for that model car. Proof of weight will need to be shown or may require car to be weighed at an auditors request.
 - ShellSport cars are not approved and have their own group to run with
- 14.2. Any queries regarding the above should in the first instance be referred back to the Group Coordinator.
- 14.3. These guidelines do not cover Schedule A or AA of the MSNZ Manual (Driver and Vehicle Safety and Safety and Construction Requirements) and all queries regarding safety should be referred back to The Technical Department of Motorsport New Zealand.
- 14.4. All cars MUST have a Schedule T&C, or a Schedule K, or a FIA Appendix K or CAMS historic logbook. It is compulsory to bring your COD to all meetings.
- Not having a COD or having a non compliant COD could see your car not being allowed to participate.
 - A list of Penalties for non compliance of a COD is listed in the MSNZ Manual under Penalties.
 - Failing to turn up without your COD could result in being excluded from the race meeting.
- 14.6. If your car is found to have non compliances the following may occur. All cars will regularly audited and it is the owners responsibility to make sure that the car complies with its COD.
- Less than 3 minor compliances – you will be allowed to race but will be expected to have them fixed within a stated period of time.
 - More than 3 minor noncompliance or a major noncompliance and you may not be allowed to race until rectified or an agreed period of time to fix.
 - Any breaches not rectified after an agreed period may result in the car being withdrawn from the grid.

15. Drivers and Competition Numbers

- 15.1. Competition Numbers on the Genuine Historic Cars have priority over other cars.
- 15.2. Replica or tribute cars can only use those numbers if the genuine car is not present on the grid or if that number has not been allocated.
- 15.3. Racing family member may use their historic race numbers.
- 15.4. Race numbers need to be approved in all situations by the Group Coordinator
- 15.5. Period livery is encouraged but tobacco advertising on cars is forbidden unless on the genuine car. This is to be in keeping with the laws covering tobacco advertising.
- 15.6. Only the entrant can race the vehicle at an event. Any other driver outside this must have the prior approval of the Group Coordinator.
- 15.7. It is the Coordinators privilege to invite cars that do not qualify as above but are within the spirit of historic racing and may add variety to the grid. This only applies to “Historic Schedule K” cars.
- 15.8. Professional Drivers who are guest drivers of a car must seek the approval prior to entry of an event.

All entrants must register their interest to race in the group prior to racing and the car be approved by the Group Coordinator.

All of the above is to help keep a cost effectiveness and parity in classic racing while giving major consideration to keeping the cars historically correct. If you can't find the answers to your questions within the above please E-mail The Group Coordinator for further definitions and rulings.

Enjoy your racing.....

These regulations are the property of Historic and Classic Saloons Pre78.

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