

Pre 78 Classic Saloons Regulations

This is an interpretation of the Motorsport New Zealand Schedule T&C regulations on which the Pre 78 Classic Saloons group rules are based.

The intention is to give clarity to those regulations by the way that the Coordinator of the Pre 78 group sees them as being interpreted.

The Saloons we cater for are primarily the cars under MSNZ Schedule T&C (Thoroughbred & Classic) and possibly some invited Schedule K cars (Historic) or CR3 cars (exact recreations) that raced in New Zealand in the period up to 12/1977.

Pre 78 is an invitation only group. The Coordinator has the discretion to accept non-complying cars that are within the spirit of classic car racing that may add variety to the grid. This applies to all cars and particularly cars of interest that are rare and not commonly seen on our racetracks.

If your car has a MSNZ Schedule T&C COD, it does not mean that you will be automatically accepted into the Pre 78 group. However, it may be welcome to race with the group providing it fits the parity criteria detailed below. The acceptance is also dependent on the attitude and compatibility of the driver with the existing group.

There is no absolute right of entry for either cars or drivers and do note that parity with the other existing cars in the group will always be the major consideration. Any saloon that has an enormous performance advantage over the rest of the field will cease to be invited. All Pre 78 vehicles must be presented in immaculate and clean condition although age patina is acceptable.

The Pre 78 Group Coordinator has the authority to reject any car that he considers does not meet the following regulations or spirit of the regulations.

Mission Statement

The objective of Pre78 is to encourage and promote those with Classic Saloons or New Zealand Historic Saloons to participate in motor racing events.

Primarily the philosophy of the Pre 78 group is about the sheer fun and pride of owning and racing a period saloon car in a parity driven safe environment whilst enjoying the comradeship of the fellow competitors and their cars.

For that reason poor, stupid or aggressive driving will not be tolerated and will lead to rapid exclusion.





All Pre 78 competitors are expected to behave as absolute gentlemen or gentlewomen with respect and good manners when dealing with other competitors and their associated partners and crew.

This polite and civilized behaviour especially applies to Motorsport volunteers be it at documentation, scrutineering or other race day officials, we are the 'nice people' of NZ Motor Racing so behave accordingly. Severe consequences will occur if you breach this code.

As to driving standards we have a three strike or contact rule whereby if you are involved in a panel damage incident and found to be at fault or partially at fault you will receive one strike, when you accumulate three strikes you will no longer be welcome to race with the group unless the Coordinator considers there are extenuating circumstances. If you are involved in a dangerous incident such as driving into dense smoke at speed endangering another Driver's life you will be immediately removed from the Pre 78 group.

It is an honour and a privilege to be accepted to race against the Pre 78 cars and their drivers so remember your responsibilities and obligations.

We are based on the regulations of MSNZ Appendix 6 for Historic & Classic Saloon Racing and embrace "the spirit of good old fashioned fun and parity" as the primary object of our existence .



MSNZ Schedule T&C, 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" Is an 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. Alterations to facilitate fitment of safety items is allowed.
- 1.2. Modifications are allowed as specified in this document however, Homologated modifications may depend on what they are and whether they put your classification into MSNZ Schedule CR3 which will mean you will need approval to race in Pre 78 Classic Saloons.
- 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 or any period modifications.
- 1.4. The year of manufacture ends on 12/1977
- 1.5. Carry on bodies are allowed ie Mk2 Escort.
- 1.6. Most saloons are eligible, but we do exclude 12A and 13B rotary engine cars as well as sports cars and GT cars such as 911's.
- 1.7. Appearance is very important to the entire group so make sure 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. Livery or signage should be period with details further down.
- 2.2. All panels, bumpers, mouldings, spoilers etc should be made of the original materials as per the standard series production vehicle. eg; steel panels must be retained if originally fitted.
- 2.3. All panels must retain the production silhouette.

- 2.4. Only factory production front and rear spoilers which were fitted to the car in period may be fitted. These must be of the same dimensions and made of the same materials from that period.
- 2.5. Headlights and taillights must be fitted and working.
- 2.6. Door rubbers must be fitted.
- 2.7. 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
- 2.8. Original style bumpers of the same factory material shall be used. No fibreglass bumpers unless factory original.

Cars that raced in period without bumpers may be exempt. Please enquire.
- 2.9. 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 facing park lamps cannot be removed.

Note: no additional venting to the front panels of the car for extra cooling to the radiator is allowed.
- 2.10. No body de seaming or removal of drip rails is allowed.
- 2.11. No bonnet scoops unless a factory production item.
- 2.12. 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 model 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.
- 2.13. 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.
- 2.14. Bonnets and boot lids should be factory hinged. Bonnet clips or to be period looking with preferably no modern hide away clips.
- 2.15. The boot floor may be replaced with rigid material (from period) and modified to allow fitment of a fuel cell.
- 2.16. No fibreglass/carbon fibre/composite panels or stick on carbon fibre coverings.
 - Fibre glass flares and spoilers are allowed if a production item to that model car.
 - Mk2 Escort and Mini have flares as they were sold new.
 - No homologated works body kits to BMW, Capri, Alfa etc....
 - No modification to the firewall to set the engine and transmission back.
- 2.17. The passenger's side floor and sill *can not be modified* for side exit exhaust or muffler clearance.
- 2.18. All new cars must be glass windowed cars, however some existing Pre 78's have Plexiglas whereby a minimum of 4.5mm thickness must be used for side and rear windows provided the original fixings are used and the windows are fully operational. There will come a time when virtually all Pre 78 cars will be expected to have glass windows as per production saloons in the period.
- 2.19. 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.
- 2.20. No underside aerodynamic aero aids, paneling or deflectors allowed.
- 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 should 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 not allowed.
 - Alfa Romeo GTV's are allowed an aluminium bonnet and boot lid.

3. Interior

- 3.1. The headlining and carpets may be removed but preference will be given to cars that retain either or both.
- 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 Manual.
- 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 as per MSNZ rules.
- 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 framework must be retained. This can be modified for the fitting of the roll cage.
- 3.8. The instrument panel in front of the driver may be modified 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.
- 3.10. No Carbon Fibre or Carbon-Fibre look alike material can be used anywhere on any vehicle.
- 3.11. Period style gauges must be used.

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 seam welding is allowed.
- 4.3. Transmission tunnels must remain as standard but may be modified for shifter/lever clearance only. Shifters 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. The original manufactured engine block for the vehicle is to be used.
- 5.2. Blocks can only be changed to one of the same make, size and model range as manufactured for the model the car represented and must be visually standard and be of the original material as manufactured. No later model or aftermarket blocks are to be used.
- 5.3. Engines can only be over-bored from standard up to 60 thou over.
- 5.4. No stroked crankshafts allowed.
- 5.5. Aftermarket pistons, rods and crankshafts are allowed but must meet original equipment measurements.
- 5.6. Heads must be the same as manufactured for the model of the car represented and be visually standard and be of the original materials as manufactured. No later model or aftermarket heads are to be used.

- 5.7. The fuel system must be period correct as available before 12/1977. Multiple carburettors or fuel injection systems are allowed but injection systems must be mechanical and available to that model from the era.
- 5.8. Intake manifolds must be factory original or only aftermarket models from the period.
- 5.9. Turbo charging and super charging is not allowed.
- 5.10. Computerised engine, ignition and injection management systems are not allowed.
- 5.11. Removing material from rotating or reciprocating parts for the purpose of balancing is permitted.
- 5.12. Cylinder heads may be ported and polished. No modern dimple porting of heads allowed.
- 5.13. No lightening of blocks.
- 5.14. No off setting of valves allowed.
- 5.15. No electric driven water pumps are allowed without consent.
- 5.16. No after-market blocks or heads allowed unless approved as a replacement period part for that engine/head by the FIA and the Coordinator.
- 5.17. Ford Pinto may use the 200 or 205 blocks or new replacement cast iron blocks. No aluminium blocks allowed.
- 5.18. Mini may use A plus blocks. Anglia/Cortina may use 1500/1600 block or new replacement cast iron blocks. Anglia/Mk1 Cortina must have the pre cross flow head.
- 5.19. Viva GT may use the homologated 2.3 litre block and crank from period.
- 5.20. Alfa Romeo 105 may use the Nord 2 litre engine. No later model twin spark engines are allowed.
- 5.21. Triumph Vitesse may use the 2.5 litre engine.
- 5.22. All engine blocks or heads on V8 cars must be factory produced and dated in the period for the car.
- 5.23. Engine must be in the original position, no setbacks or lowering.
- 5.24. 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. No carbon fibre or titanium allowed.
- 6.3. The passenger's side floor and sill cannot be modified for side exit exhaust or muffler clearance.

7. Gearbox and Clutch

- 7.1. It is preferable that the factory gearbox is used but a replacement gearbox is allowed, but it must retain the same number of gears as produced and from the same period.
- 7.2. Alternative gearboxes from the same Manufacturer are permissible.
- 7.3. The original rear gearbox cross member must be used, "minor" alterations to allow the ease of the gearbox removal and replacement are allowed but that is all. It cannot be modified beyond this.
- 7.4. You can use the original gearbox with an internal dog box gear kit fitted.
- 7.5. With 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 or available as an option, it can be replaced with a period correct 4 or 5 speed from the same manufacturer.
- 7.6. Gear ratios may be substituted. Aftermarket gear sets are acceptable.

- 7.7. Sequential gearboxes and sequential shift mechanisms are prohibited.
- 7.8. Flywheel must be the standard size as manufactured for the vehicle but can be lightened.
- 7.9. 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.
 - Avenger may use a Ford Type E gearbox.
 - Viva GT may use a Ford Type E gearbox.
 - This list may be adjusted over time.
- 7.10. Aftermarket shifter boots and levers are allowed.
- 7.11. You must use the standard size clutch plate as manufactured for the vehicle.
- 7.12. Aftermarket race clutches are allowed but no modern style carbon clutches.

8. Differential

- 8.1. The differential may be changed for another manufacturer due to components not being available. Please contact me 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 should be Pre12/1977 design.
- 8.5. No cambered rear axles/and or hubs.
- 8.6. A Watts linkage and/or Panhard bar is allowed on all vehicles even if it didn't come with one from the factory, but it must only be fitted as per the period fitment.
- 8.7. Viva GT and Avenger may use a Ford English Differential.
- 8.8. Triumph Vitesse may use a swing axle Differential with Fuji Heavy Industry components.
- 8.9. No traction device can be mounted on the centre top of the diff housing and though to inside the cockpit.

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 bar diameter is free.
 - Adjustable Rose Joint rod ends can be used to replace both front and rear sway bar end links.
 - No splined three piece sway bars or hollow bars allowed.
 - 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 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 to be rubber, urethane or solid aluminium providing the original suspension requires no modification when fitting the bushing. Tie-rod ends can be replaced with rose joint rod ends.
- 9.8. Shock absorbers can be either single or double adjustable.
 - Original mounting points must be used.
 - Shock absorbers must only use urethane or rubber bushings.
 - 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 to the model of the car.
- 10.2. Power steering is allowable but must be period correct from the manufacture of the vehicle.

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/taillights). 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 is then preferable to be mounted in the boot or inside the cabin. 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 taillights 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 an 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.
- 11.5. In car cameras are allowed but must be attached in accordance with MSNZ regulations.
- 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 racetrack course or otherwise aid his performance is allowed.

12. Brakes

- 12.1. It is preferred that the original manufacturers brake system is retained but up rated competition brake linings and pads are allowed.
- Brake callipers must be the same configuration as manufactured, ie: single pot, 2 pot, 4 pot and must be a bolt together, 2 piece, lug mounted design.
 - You can only use a calliper from an approved recognised brake manufacturer ie., General Motors, Ford, AP, Dunlop, ATE, Girling from the era and period the car represents.
 - Only Sand Cast Aluminium or Steel/Iron calliper meeting these criteria are allowed.
 - No solid 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 systems are allowed because they were used in "period". Floor mounted pedal boxes are not allowed unless it is 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. Front drum brake systems may be replaced with disc brake system if that model of car had discs as an option.
- 12.7. Rear drum brakes can be replaced with discs.
- 12.8. Disc rotors must retain the original factory diameter sizes as manufactured for that model vehicle.
- 12.9. 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 will be capped at a maximum of 15" unless your car in period had 16's as an option.
 - Large saloons including V8's, maximum rim width is 8.5 inches.
 - Ford Anglia's, Cortina's, Escort's, Capri's, Avenger's and Viva's are restricted to 13" diameter rims.
 - Mini's can only use 10.0 inch diameter rims.
- 13.2. Wheels must be fixed to the front and rear hubs with the same number of mounting studs as per the factory.
- 13.3. 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.
- 13.4. **Tyres**; only tyres with a road legal tread in New Zealand may be used. (ie. tyres having 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference). Aspect ratio for radial tyres is restricted to 50% minimum. Alternative tread patterned bias cross-ply tyres conforming with the above tread depth and circumference specifications are approved such as Hoosier TDR's

- **Examples of complying radial tyres are Yokohama AO48, Avon ZZS and Toyo R888R**
- **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 as described above.
- For radial tyres, the profile is restricted to 50 minimum (eg: 205/50R15) or comparable measured height.
- The use of DOT Slick tyres with only radial grooves is strictly prohibited.
- **V8 saloons** may use either Dunlop CR65, Goodyear Blue Streak, Hoosier TDR bias cross ply tyres, Avon CR6ZZ radials or other radials with a treadwear of 60 or more.
- **Schedule K.** All tyres must have 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference as described above.
- All cars must run tyres that are appropriate for the period that the car represents in aspect ratio, tread and compounds. ie Hoosier TDR, Avon ZZS, Avon CR6ZZ, Dunlop CR65, Goodyear Blue Streak.
- **NOTE:**
- Radial or Bias Slicks are prohibited.
- Hankook, Kumho and other DOT 2 stripe radial semi slick are prohibited.
- Custom grooved bias and radial slicks are prohibited.
- It is recommended to have a set of wet tyres.
- Make sure your tyres meet the above rules. If your car is found to be running prohibited tyres, you will be removed from the grid. If in doubt, please ask.

14. General

- 14.1. Note that The General Rules as shown here cover **Schedule K** and **Schedule CR**
- All cars under Schedule K and CR3 are by invite only and must strictly be as they were manufactured, raced in period in New Zealand as per the Homologation papers for the vehicle concerned.
 - FIA built Mk1 Escorts with BDG engines are not accepted in the group.
 - All cars built to Schedule CR3, or FIA Appendix K must be in accordance with the homologated weight, wheel diameter and tyre type for that model of car. Proof may need to be shown at the Coordinators request.
 - **NOTE:**
 - All **Schedule T&C V8's** are by invite only and the cutoff date is **1968**. Newer models may be considered specifically Dodge Challenger's and Plymouth Barracuda's
- 14.2. Any queries regarding the above should in the first instance be referred 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 to The Technical Department of Motorsport New Zealand.

Certificate of Description

- 14.4. You should bring your COD to all meetings if you have one.
- Not having a COD or CMRC Vehicle Acceptance or intention to get such Acceptance could possibly see your car not being allowed to participate so talk to the group coordinator before you enter.

- If your car doesn't have a COD, it will over a period of time need to be approved by the Coordinator.
- 14.5. All cars will be audited from time to time, and it is the owner's responsibility to make sure that the car complies with its COD or the Coordinators approval. If your car is found to have non compliances the following may occur.
- 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 refused entry to events.

15. Competition Numbers, Livery and Driver Standards

- 15.1. Competition Numbers;** there is an official list of Pre 78 Permanent numbers available on request from the Coordinator.
- 15.2. If you choose to race regularly with the Pre 78's you should apply for a permanent number that has not been allocated.
- 15.3. You do not need to have windscreen numbers if you have your race numbers on the bonnet.
- 15.4. Race numbers need to be approved by the Group Coordinator
- 15.5. Period Livery** is permitted 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. Appearance must also be in keeping with the period and modern commercial advertising is basically restricted to your side sills.
- 15.7. Driving standards** are expected to be as per the MSNZ Driving Standards, Schedule Z and in accordance with Appendix 6 Historic Racing philosophy.
- 15.8. If a driver is found to have driven in a dangerous or stupid manner or deliberately caused an accident, then that driver will be permanently removed from the group.
- 15.9. A three strike system is in place for accidents and if a driver has caused panel damage and is found to be at fault, they will receive one strike. When a driver receives three strikes, they are removed from the Pre 78 group.
- 15.10. All poor driving and panel damage incidents will be investigated by the Group Coordinator.
- 15.11. Action resulting in poor driving is at the sole discretion of Group Coordinator and/or the Clerk of the Course and you may be removed from the grid for such actions.
- 15.12. Only the entrant can race the vehicle at an event. Any other driver outside this must have the prior approval of the Group Coordinator.
- 15.13. Professional Drivers who are guest drivers of a car must seek approval prior to entry of an event.

All entrants must contact the Coordinator prior to entering their first Pre 78 event or you will be automatically transferred to another class at that particular event.

All of the above is to help preserve parity in historic and classic racing while keeping the cars historically correct in accordance with MSNZ Historic Racing, Appendix 6. We do not make up our own regulations but try to encompass MSNZ T&C regulations to give a balanced and fair playing field.

If you can't find the answers to your questions within the above, please E-mail The Group Coordinator wayneperkinss@gmail.com (note the 2 esses) for further definitions and regulations.

Enjoy your racing.....which is our main priority and of course the pleasure of getting the old saloons back out of the garage and onto the track again.

Wayne Perkins
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Pre 78 Classic Saloons Coordinator

1st July 2024

