



Historic Saloon Cars

Appendix 6 – Schedule T&C, Modified Saloon, Group 2

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications for an individual vehicle models for Historic competition, Section 5 Schedule T&C, Group 2 Historic Saloon car. To be issued with a COD, the vehicle needs to comply with these specifications, the physical appearance (shown in the illustrations) and the general historic rules, as detailed in the current MSNZManual of Motorsport.



Refer to MSNZ Manual of Motorsport, Vehicle Eligibility, Historic Saloon Cars, General Regulations and Appendix 6 Regulations for permitted modifications.

SECTION 1 – CHASSIS

1.1 CHASSIS FRAME

Description:	Monocoque-body, two door coupe
Period of Manufacture:	1967 to 1970
Manufacture:	Ford Motor Company
Countries of Manufacture:	England
Chassis Number Location:	Located on the top right hand skirt, front of strut mount
Material:	Steel

1.2 FRONT SUSPENSION

Description:	Independent – MacPherson strut
Spring Medium:	Coil
Damper Type:	Telescopic
Anti-Sway bar:	Yes
Suspension Adjustment:	None

COMMENTS:

Custom upper adjustable platform mounts are approved. Reinforcement to the spring tower is allowed. Shock absorbers must be of appropriate period type and the use of original mounts. They may not utilize external gas/fluid reservoirs and/or canisters. Bushing material can be replaced, Outer Ball Joints must remain. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape. Diameter of sway bar is free. Hollow Sway Bars are not permitted.

1.3 REAR SUSPENSION

Description:	Live rear axle
Spring Medium:	Semi elliptic leaf, twin radius arms
Damper Type:	Telescopic
Damper Adjustable:	Yes
Anti-Sway bar:	Yes
Anti-Sway bar adjustable:	Yes
Suspension Adjustable:	Yes
Method:	N/A

COMMENTS:

Springs must be correct for the period and the type and location unchanged. Shock absorbers must be of appropriate period type and use the original mounts. They may not utilize external gas/fluid reservoirs and/or canisters. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape. A Panhard rod or Watts linkage utilising spherical rod ends may be employed. Additional control arms may be fitted but in doing so, the original components must remain functional. The original axle and suspension must not be overridden.

1.4 STEERING

Type:	Recirculating ball.
Make:	Ford

COMMENTS:

Steering rack can changed to one that is power steering providing the style, position and fitment remains the same. Tie rod ends may be change to spherical bearing rod ends.

1.5 BRAKES, FRONT

Make:	Ford
Type:	Disc, solid
Dimensions:	243mm x 12mm
Disc Material:	Cast iron/steel
Caliper Make:	Girling
Caliper Type:	Two piece bolt together fixed lug mount
Caliper Material:	Cast iron
Caliper Pistons per wheel:	Two
Actuation:	Hydraulic
Master Cylinder Make:	Girling dual circuit, single
Adjustable Bias:	Yes
Brake Booster Servo:	Yes

COMMENTS:

Replacement calipers of a 4 pot, two piece bolt together fixed lug mount design of Steel or Aluminium are approved. Vented directional rotors with mounting hats are approved. Non-standard pedal boxes are permitted provided the original pedal location, pendulum & configuration is maintained. Master cylinders with reservoir must remain firewall mounted.

1.6 BRAKES, REAR

Type:	Drum
Dimensions:	229mm x 44mm

Disc or Drum Material:	Cast iron
No. Cylinders/pots per wheel:	Two
Actuation:	Hydraulic
Caliper Material/Type:	N/A
Caliper Pistons:	N/A

COMMENTS:

No replacement disc brakes allowed

SECTION 2 – ENGINE

2.1 ENGINE

Make:	Ford
Model:	Kent “L”Block
No. cylinders:	Four
Configuration:	Straight 4,
Cylinder Block Material:	Cast iron
Two/Four Stroke:	Four
Kent 4 Bore/Stroke - Original:	82.565mm x 72.746mm, 1560cc
Cooling Method:	Fluid
Identifying Marks :	See Manufacturers Specifications

COMMENTS:

Replacement Engine block is approved, but must be of the same dimensions and material, as the original. The crankshaft to block deck height, camshaft placement position must be the same. No Stroker Crankshafts allowed. Maximum overbore of 060 thou is permitted.

2.2 CYLINDER HEAD/CAMSHAFT

Make:	Lotus Ford
No. of valves/cylinder - inlet:	One
No. of valves/cylinder – exhaust:	One
Total no. of ports – inlet	Four
Total no. of ports – outlet	Four
No. of Camshafts:	Two
Camshaft Location:	Head
Camshaft Drive:	Chain
Valve actuation:	Buckets
Spark Plugs/Cylinder:	One
Identifying marks:	Aluminium, refer manufacturers specifications

COMMENTS:

Replacement cylinder heads, of the same material, are approved, but must remain the original port spacing, valve angle and number of valves per cylinder. The exhaust system must be correct for the period.

2.3 LUBRICATION

Method:	Wet sump
Oil Cooler Standard:	No

COMMENTS:

Aftermarket front pulley driven belt, drive block mounted, dry sump pump system or pump driven from side mounted oil pump position are approved. Dry sump tank mounting must be in engine bay, cockpit behind drivers/passengers seat or in boot. Oil Cooler/s approved. Please Note: Dailey dry sump/billet pan mounted pump not allowed.

2.4 IGNITION SYSTEM

Type:	Coil and Distributor
Make:	Lucas

COMMENTS:

Aftermarket electronic style ignition approved, but must remain with an operating distributor and single coil. No computer adjustment allowed.

2.5 FUEL SYSTEM

Carburettor Make and Model:	Weber 45mm or similar.
Carburettor number:	Two
Pump:	Mechanical or electric approved

COMMENTS:

Lucas or T&J mechanical fuel injection or multiple carburettors are approved.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make:	Borg and Beck
Type:	Diaphragm
Diameter	203mm
No of Plates:	One
Actuation:	Hydraulic

COMMENTS:

Hydraulically operated multi plate race clutch is approved.

3.2 TRANSMISSION

Type:	Ford
Make:	Type 2000E 4 Speed
Gearbox Location:	Behind engine
No. forward speeds:	Four
Gear change type and location:	Remote floor mounted
Case Material:	Cast iron

COMMENTS:

Replacement straight cut dog style gear sets are approved. The number of forward speeds must not be altered. Period Hewland 5 Speed approved, Type 9, 5 Speed not Approved.

3.3 FINAL DRIVE

Make :	Ford
Model:	Banjo
Wheel Drive Method:	Rear
Ratios:	Various, 4.44-1 Standard.
Differential:	Steel tube housing in one piece
Type:	Hypoid Bevel

COMMENTS:

Full Floating Hub Ends are approved. Ratios are free, limited slip permitted. Banjo removable diff heads must remain cast iron/steel

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number	One
Description:	Open tailshaft with hanger bearing

COMMENTS:

3.5 WHEELS AND TYRES

Wheel type – Original:	Pressed Steel Disc and Period Cast Aluminium
Material – Original:	Steel and Aluminium
Fixture Method:	Studs
No. of stubs:	Four
Original Wheel Diameter:	13 inch

Original Rim Width:	5.5 inches
Tyres allowed:	50% Minimum aspect ratio, Refer to Appendix 6 tyre rules

COMMENTS:

Maximum allowed wheel diameter 14 inches. Maximum allowed rim width 7 inches.

4.1 FUEL SYSTEM

Make:	Ford
Tank Location:	Inside boot
Capacity:	45 litres
Fuel Pump type and location:	Mechanical on engine

COMMENTS

Boot mounted fuel cell fitment is approved. Electric fuel pump is approved.

4.2 ELECTRICAL SYSTEM

Voltage:	12
Alternator:	Fitted on engine
Battery Location:	Engine compartment

COMMENTS

Battery cannot be mounted inside cockpit. Boot mounted battery approved.

4.3 BODYWORK/INTERIOR

Type:	Coupe
Material:	Steel
No of Seats:	Four
No of Doors:	Two
Spoilers Front:	N/A
Spoilers Rear:	N/A
Hood Scoop:	N/A

COMMENTS

Aftermarket flares are not allowed. Any part of the wheel arch/wing pressing folded into the wheel arch, may be deformed, but not removed. This is to give clearance to the tyres but the outside appearance must remain original. Headlining and Carpet can be removed. Rear Seat can be removed, but a rear seat look-alike cover must be used in its place. Aftermarket dash gauges with the look of the period are approved. Glazing and its operation must remain. Rear window can be replaced with approved Perspex/Plexiglas, vent holes are not approved.

Aluminium lightweight bonnet, boot lid and door panels are approved.

Fibreglass panels not approved. **PLEASE SEE NOTES:** Roll cage construction side intrusion bars.

4.4 DIMENSIONS

Track – Front:	1359mm
Track – Rear:	1321mm
Wheelbase:	2490mm
Overall Length:	4267mm
Curb Weight:	920Kg

4.5 SAFETY EQUIPMENT

See MSNZ Appendix Six – Schedule AA and Appendix Two - Schedule A.

NOTES: When constructing the roll-cage side intrusion bars it is important to allow clearance for fitment of inside door arm rests, window winders and door opening handles.

ADDITIONAL COMMENTS:

If you are unsure of eligibility or the approved replacement components and/or other technical issues for the above vehicle please contact the MSNZ Historic Commission. Their details can be found on www.motorsport.org.nz