



## 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 MSNZ Manual of Motorsport.

<b>Make and Model of Car:</b>	Ford Capri Mk1, Mercury Capri Mk1(USA)
<b>Period of Original Manufacture:</b>	1969 to Dec 1973(Dec 1974 USA)
<b>MSNZ Historic Group:</b>	Saloon Group 2
<b>Date of Issue of this document:</b>	July 2018



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***

<b>Description:</b>	Monocoque-body, two door coupe
<b>Period of Manufacture:</b>	September 1968 to December 1973(USA to Dec 1974)
<b>Manufacture:</b>	Ford Motor Company
<b>Countries of Manufacture:</b>	England, Germany, Australia, USA, South Africa(I4/V6)
<b>Chassis Number Location:</b>	Located on the offside panel on silver plate. RHS strut reinforcing panel & radiator support panel
<b>Material:</b>	Steel

### ***1.2 FRONT SUSPENSION***

<b>Description:</b>	Independent – MacPherson strut
<b>Spring Medium:</b>	Coil
<b>Damper Type:</b>	Telescopic
<b>Anti-Sway bar:</b>	Yes
<b>Suspension Adjustment:</b>	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***

<b>Description:</b>	Live rear axle
<b>Spring Medium:</b>	Semi elliptic leaf, twin radius arms
<b>Damper Type:</b>	Telescopic
<b>Damper Adjustable:</b>	No
<b>Anti-Sway bar:</b>	No
<b>Anti-Sway bar adjustable:</b>	No
<b>Suspension Adjustable:</b>	No
<b>Method:</b>	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:** Rack and Pinion  
**Make:** Ford

##### **COMMENTS:**

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

#### **1.5 BRAKES, FRONT**

**Make:** Ford  
**Type:** Disc, solid and vented  
**Dimensions:** 243.5mm X 9.7mm and 244mm X 12.8mm(RS)  
**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:** No  
**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:** 203mm X 38.1mm and 228.6mm X 53.5mm(RS)  
**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***

<b>Make:</b>	Ford
<b>Model:</b>	Taunus, Pinto, Kent, Essex, Cologne
<b>No. cylinders:</b>	Four and six
<b>Configuration:</b>	Straight 4, V4, V6
<b>Cylinder Block Material:</b>	Cast iron
<b>Two/Four Stroke:</b>	Four
<b>Kent 4 Bore/Stroke - Original:</b>	80.98 X 62.99(1.3L) to 80.98 X 77.62mm(1.6L)
<b>Taunus V4 Bore/Stroke - Original:</b>	93.67 X 72.41mm(2.0L)
<b>Pinto 2 OHC Bore/Stroke - Original:</b>	90.82 X 76.95mm(2.0L)
<b>USA Pinto 2.3 OHC Bore/Stroke – Original:</b>	96.04 X 79.4 mm(2.3L) <b>PLEASE SEE NOTES</b>
<b>Essex V6 Bore/Stroke - Original:</b>	93.66 X 72.44mm(3.0L) 95.19 X 72.44mm(3.1L)
<b>Germany Cologne V6 Bore/Stroke - Original:</b>	90.0 X 66.8mm(2.6L)
<b>USA Cologne V6 Bore/Stroke - Original:</b>	90.0 X 66.8mm(2.6L)
<b>USA Cologne V6 Bore/Stroke – Original:</b>	93.0 X 68.5mm(2.8L) <b>PLEASE SEE NOTES</b>
<b>Capacity – Original:</b>	1300cc to 3100cc
<b>Cooling Method:</b>	Fluid
<b>Identifying marks:</b>	Casting numbers, refer to manufacturer specs

#### **COMMENTS:**

Any 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. For V6 engines the original cylinder block “V” angle must remain. No Stroker Crankshafts allowed. Maximum overbore of 060 thou is permitted. Pinto 200/205 Block allowed, but must remain the correct 2.0 Litre bore plus 030/060.

### ***2.2 CYLINDER HEAD/CAMSHAFT***

<b>Make:</b>	Ford
<b>No. of valves/cylinder - inlet:</b>	One
<b>No. of valves/cylinder – exhaust:</b>	One
<b>Total no. of ports – inlet</b>	Three(V6) Four(I4)
<b>Total no. of ports – outlet</b>	Three(V6) Four(I4)
<b>No. of Camshafts:</b>	One
<b>Camshaft Location:</b>	Block
<b>Camshaft Drive:</b>	Gear, Chain and Belt
<b>Valve actuation:</b>	Pushrod and rockers/camshaft rockers
<b>Spark Plugs/Cylinder:</b>	One
<b>Identifying marks:</b>	Refer to manufacture specifications

#### **COMMENTS:**

Aftermarket replacement cylinder heads, of the same material, are approved, but must remain the original port spacing, valve angle and number of valves per cylinder. Aftermarket V6 Weslake Aluminium 2 Valve Cylinder Heads are approved. GAA Overhead Camshaft Cylinder Heads are not allowed. 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 MSD style ignition approved, but must remain with an operating distributor and single coil.

## **2.5 FUEL SYSTEM**

**Carburettor Make and Model:** Solex, Weber  
**Carburettor number:** One  
**Pump:** Mechanical

### **COMMENTS:**

Mechanical fuel injection or multiple carburettors are approved.

## **SECTION 3 - TRANSMISSION**

### **3.1 CLUTCH**

**Make:** Ford  
**Type:** Diaphragm  
**Diameter** 241mm  
**No of Plates:** One  
**Actuation:** Cable

### **COMMENTS:**

Hydraulically operated multi plate race clutch is approved.

### **3.2 TRANSMISSION**

**Type:** Ford  
**Make:** Type 3, 5, E and F  
**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. ZF Type S5-18/3 5 Speed FIA Historic gearbox is approved.

### **3.3 FINAL DRIVE**

**Make :** Ford  
**Model:** Atlas Salisbury and Banjo  
**Wheel Drive Method:** Rear  
**Ratios:** 3.22 to 4.11(Standard)

<b>Differential:</b>	Steel tube housing in one piece
<b>Type:</b>	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)***

<b>Number</b>	One and two
<b>Description:</b>	Open tailshaft with hanger bearing

**COMMENTS:**

Two piece steel driveshaft with centre hanger and one piece aluminium driveshafts are approved

### ***3.5 WHEELS AND TYRES***

<b>Wheel type – Original:</b>	Pressed Steel Disc, Cast Aluminium
<b>Material – Original:</b>	Steel and Aluminium
<b>Fixture Method:</b>	Studs
<b>No. of stubs:</b>	Four
<b>Original Wheel Diameter:</b>	13 inch
<b>Original Rim Width:</b>	6 Inches
<b>Tyres allowed:</b>	50% Minimum aspect ratio, Refer to Appendix 6 tyre rules

**COMMENTS:**

Maximum allowed wheel diameter 13 inches. Maximum allowed rim width 8 inches.

### ***4.1 FUEL SYSTEM***

<b>Make:</b>	Ford
<b>Tank Location:</b>	Inside boot behind rear seat
<b>Capacity:</b>	48 to 58 Litres
<b>Fuel Pump type and location:</b>	Mechanical on engine

**COMMENTS**

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

### ***4.2 ELECTRICAL SYSTEM***

<b>Voltage:</b>	12
<b>Alternator:</b>	Fitted on engine
<b>Battery Location:</b>	Engine compartment

**COMMENTS**

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

### ***4.3 BODYWORK/INTERIOR***

<b>Type:</b>	Coupe
<b>Material:</b>	Steel
<b>No of Seats:</b>	Four
<b>No of Doors:</b>	Two
<b>Spoilers Front:</b>	Factory
<b>Spoilers Rear:</b>	Factory
<b>Hood Scoop:</b>	None

**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.

Two front seats must be fitted. 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.

Fibreglass or Carbon panels not approved unless factory. Homologated Flared Guards and lightweight panels are not approved.

**PLEASE SEE NOTES:** Rollcage construction side intrusion bars.

Pictures below show acceptable fender flaring



#### **4.4 DIMENSIONS**

<b>Track – Front:</b>	1377mm(RS3100)
<b>Track – Rear:</b>	1352mm(RS3100)
<b>Wheelbase:</b>	2559mm
<b>Overall Length:</b>	4303mm Length X 1645mm Width X 1330mm Height
<b>Curb Weight:</b>	1050KG (2314LB) RS3100

#### **4.5 SAFETY EQUIPMENT**

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

**NOTES:** When constructing the rollcage side intrusion bars it is important to allow clearance for fitment of inside door arm rests, window winders and door opening handles. When using the USA version 2.3L Pinto and 2.8L Cologne V6 engines the 1974 American large style impact front and rear bumpers along with the USA twin headlights, grill mounted park lamps must be used.

#### **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](http://www.motorsport.org.nz)