

**New Zealand Historic Muscle & Saloons**  
**HMC, for Vehicle with Engines Larger than 4.2 Litre**  
**Regulations to MSNZ Schedule T&C Manual 36**

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**HISTORIC MUSCLE CARS** is for Group 2 Production Saloons up to 31/12/1977 only

**Thoroughbred & Classic Car Regulations Objectives:**

This schedule is designed to provide a set of regulations for the use of period production based Sports, Grand Touring, and Saloon Cars in sporting competition while maintaining the philosophy of the Historic & Classic movement. Where appropriate, the regulations have been formulated to preserve period specifications by preventing the application of technology that is inappropriate for the period depicted. These regulations define the only allowable changes in each vehicle raced, which differ from the catalogued model variant the vehicle represents.

All vehicles complying with this set of regulations will be given a Certificate of Description on application to Motorsport New Zealand.

**1. Identity Classification:**

**1.1** Refer to Section Three of this Appendix for details on the Certificate of Description and for details on vehicle classification.

Note: The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor

**1.2** The date assigned to a vehicle by a COD or from corroborated information supplied by the competitor, representing the vehicle's owner, will be the actual year of commencement of manufacture of that model, providing that the model is essentially unchanged as to body and engine and is part of a continuous model run.

**1.3** Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of Description. Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

**2. Interpretations and Definitions:** In addition to the interpretations detailed in the National Sporting Code Article 2 and in Article 2.1 of Schedule K, the following apply to this schedule;

**"Grand Touring" or "GT"** means a fixed head, performance orientated, two (2) door vehicle with either two (2) or two plus two (2+2) seating, and

**"Homologation"** is the term given to the official certification made by the FIA that a specified minimum number of a specific model has been made on series production terms, and

**"Period"** means the era during which a vehicle and/or its components were used actively in Motorsport Competition, and

**"Saloon"** means a two (2) or four (4) door vehicle not falling into either the Sports or GT categories including the convertible variations of same, and "Sports Car" means a two (2) seat open vehicle and the fixed head variations of the same, and

**“Standard”** means a vehicle identifiable as belonging to a production series, with a minimum model run of 100 identical units, distinguishable by external general lines of the bodywork and identical mechanical construction of the engine, transmission and suspension to the wheels, and **“Homologated”** means a defined specification for a vehicle and/or its components as prepared by the vehicle manufacturers officially designated race team.

**“Make”** : means the part(s) produced within that manufacturer’s model range. A change in model is determined by a change in model number/classification instigated by the manufacturer.

**“Substitute Part”** : means a completely new part that retains the same appearance, material and dimensions of the original item fitted to that particular make of vehicle

### **3. Group 1 – Sports and GT Cars up to 31.12.1977. and, Group 2 – Production Saloon Cars up to 31.12.1977:**

#### **3.1 Eligibility:**

##### **Important Note:**

The following regulations have been formulated to preserve period specifications by preventing the application of technology that is inappropriate for the period depicted. The objectives stated at the start of this Schedule should be considered in relation with all of the following articles.

- (1) A vehicle may be modified to utilise the period variations within the manufacturer’s model body shell.
- (2) All other modifications are strictly prohibited except as specified elsewhere in this schedule.
- (3) The onus of providing proof of eligibility remains the responsibility of the competitor.
- (4) Vehicles must be ‘fixed-head ’hard-top or sedan only. No convertibles.
- (5) Only Vehicles on the eligibility list allowed: [Click here for Vehicle Eligibility List – http://www.historicmusclecars.co.nz/hmceligibilitylist.pdf](http://www.historicmusclecars.co.nz/hmceligibilitylist.pdf)

**Note:** *It is the responsibility of the competitor to be able to show conclusively that the vehicle contains only specifications of its original build and modifications that pertain to that particular build and only one other model of the same manufacturer’s range.*

- (6) **Scrutineering audits:** These will be conducted to the requirements of Appendix Six Schedule ‘AA ’or Schedule A where appropriate.

**3.2 Exterior:** The vehicle shall be smartly maintained with all exterior trim in place. All Panels, Bumpers, Moldings, Spoilers, etc must be made of the original material, as per the “Standard” Series Production Vehicle. ie: Steel Panels must be retained if originally fitted. Any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres.

*Period modifications are allowed but proof must be accompanied that such modifications were actually used.*

**Special Note:** Front Spoilers see attachment below

#### **3.3 Interior:**

- (1) Carpets maybe removed.
- (2) Front seats may be replaced with recognised competition seats.
- (3) It is recommended that competition seatbelts also be fitted. Full harness seat belts must be fitted in compliance to MSNZ Rules
- (4) Any non-visible devices such as heater and fan may be removed or substituted.
- (5) Solid wood-rimmed steering wheels are prohibited, even when they are original fitment. The steering wheel may be replaced with a sports or competition wheel.
- (6) Rear seats may be removed for the fitment of a roll cage. **Rear seat if removed must be replaced with an upholstered cover.**
- (7) Roof lining may be removed
- (8) Original factory dash panel and door and rear side panels must be retained

**3.4 Glazing:** A laminated front windscreens must be fitted to all vehicles. All other glazing, except rear window, including side and quarter windows must remain the original glass. The Original fixing medium must be used including operating mechanisms. The rear window can be substituted with alternative transparent material a minimum of 4.5 mm thick without any venting holes.

### **3.5 Chassis:**

- (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.
- (2) Addition of stiffening material and components is permitted.
- (3) Transmission tunnels and inner guards to remain as "standard". Tunnels may be modified for shifter/lever clearance only. Shifter must retain original position.

### **3.6 Engine:**

(1) Cylinder head(s) and block must be of "Standard" material and may be changed to one of the same make and model range but cylinder heads must be of the same internal valve angle, port spacing and. Aftermarket "Substitute Part" blocks and heads are allowed. Alloy heads and blocks are not allowed unless original fitment and meet the "Production Series" criteria.

Special Note: See below

(2) "Period" Components, as undertaken in New Zealand, and Components as used in Australia on Australian Vehicles are allowed but engine block must remain "Standard".

**(3) Maximum Capacity of any engine used in HMC is as follows.**

**Maximum of 0.60 thou overbore is allowed. No stroked crankshafts allowed.**

**Note: Only engines allowed are the production engines as manufactured pertaining to the model of car represented.**

#### **Big Block Engines:**

**a, Chevrolet Camaro 67/68/69, 396, 70/73, 402**

**b, Ford, Boss 429 or FE 428 again depending on year and model.**

**c, Mopar, Hemi 426 or Wedge 440, again depending on year and model.**

**d, Pontiac, 455, again depending on year and model.**

#### **Small Bock Engines:**

**a, Chevrolet, 350, depending on year and model.**

**b, Ford, 351, again depending on year and model.**

**c, Mopar USA, 340, AUS, 360 again depending on year and model.**

**d, Pontiac 400 (May use a Chevrolet 350)**

**e, Holden, HK 327 Chev, HT to HQ 350 Chev, HX to HZ 308 Holden, Torana LH/X 308 ( No Holden 304 )**

**f, AMC, 401 depending on year and model.**

(4) Dry Sump Oiling systems are permissible.

(5) Computerised engine management systems are prohibited unless "Standard" fitment.

(6) Supercharging and Turbocharging are Prohibited

(7) Front Engined Vehicles Only

**3.7 Exhaust:** The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded.

### **3.8 Clutch:** Gearbox, Overdrive (If Any):

(1) Clutch and flywheel are "Free" within period specifications. Flywheel must of the original diameter, as determined by the ring gear. Starter must remain in the original position.

(2) Gearbox may be changed but must have the same number of forward ratios as "Standard". The use of aftermarket aluminium gearboxes, *such as a Jericho for Ford, Tex101 for Chevrolet*, is permitted as a "Substitute Part" and must be a direct bolt in replacement, including original gearbox

mounts without any modifications or additions to standard mounts. No more than 4 forward speeds are allowed.

(3) Gear ratios may be substituted; sequential shift mechanisms are prohibited

**3.9 Differential:** May be changed provided the type of suspension is not affected. Ratios may be changed. Floater, Limited slip and locked differentials are permitted. No cambered diff housings. Two piece steel and one piece aluminium driveshaft's allowed.

**3.10 Suspension:** Original components must be retained. Additional components may be fitted as required providing in all cases the "Standard" type of suspension and chassis mounting points are retained. Additional "Period" chassis or suspension modifications may be used but the most any suspension to chassis mounting point can be moved is 30mm. Shock absorbers are to be "Period" double action, with modern triple and quadruple action shock absorbers not allowed. The steering box is to remain in the original position.

**3.11 Brakes:** All disc and drum friction surfaces must be made from ferrous material. Aftermarket "Substitute Part" two piece bolt together, fixed lug mounting aluminium callipers allowed. Modern mono-block or Radial mount callipers are not permissible. 12.25" maximum diameter rotors. Cooling ducts may be fitted. Master Cylinder or Cylinders are to remain in the original position

**3.12 Wheels:** Wheels are provided they fit within the bodywork are "free" and they must have an appearance suitable for the "period" of that model.

A 15"X10" Wheel is the maximum size **allowable, but is subject** to the specific vehicle **guidelines and recommendations** as listed below.

**3.12.1 Chrysler Valiant Charger 6 Cylinder - maximum 15" x 8" Rims**

**3.12.2 Torana LH/LX V8 maximum 15"x10" Rims.**

**3.12.3 Mercury Comet & Falcon V8 62 to 65 - Maximum 15"x 8" Rims**

**3.12.4 Ford Mustang V8 1964 to 68 - Maximum 15"x 8.5" Rims**

**3.12.5 Plymouth Barracuda V8 1964 to 66, Maximum 15"x 8" Rims**

**3.12.6 Camaro 67/8/9 maximum 15"x9" Rims,**

**3.12.7 Camaro 70 ... maximum 15"x10" Rims,**

**3.12.8 Mustang 69/70 maximum 15"x10" Rims,**

**3.12.9 Ford Falcon 67/71 maximum 15"x 8.5" Rims**

**3.12.10 Holden HQ-X 71/77 maximum 15"x 8.5" Rims**

**3.12.11 Ford Falcon XA/B/C maximum 15"x10" Rims**

**Others makes please enquire.**

**3.13 Tyres:** Only DOT rated road legal tyres are approved having 1.5 mm minimum tread depth across 75% of the width of the tyre and around the entire circumference at the tyre.

Aspect ratio is restricted to 50% minimum.

**Note: Only a DOT rated Bias treaded tyres are allowed on all HMC vehicle for dry weather racing..**

**Recommend Control tyre for HMC is the Hoosier Vintage TD"R" 15" diameter tyre up to 25.5X8.5 Front and 26.5X9.5 Rear maximum allowed.**

**If an alternative Bias Tyre is sort this must be first approved by the Eligibility Committee.**

**A designated set of Bias or Radial DOT rated Treaded Tyres for "Wet" weather races is highly recommended but no Radial tyre is to be used for "Dry" weather races.**

**Aspect ratio does not apply to bias tyres.**

**No Radial or Bias slick tyre is allowed in any HMC Racing.**

**3.3B Front Spoiler:** A front spoiler may be mounted on any HMC vehicle.

If a factory front spoiler is available for the model of the vehicle this must take priority over the HMC Spoiler option.

It must be mounted to the front underside body panel, below and to the rear of front bumper location, in a manner which does not change the original frontal appearance. The maximum front

spoiler width shall be limited to the car's front wheel track width centre line (the front track dimension). The vertical dimension from the lowest point on the spoiler may not exceed four inches. Openings may be made in the spoiler for the purpose of ducting air to the front brakes. All spoilers must be a single flat plane and made from Aluminium, Plastic or Fiberglass only and are subject to approval by the HMC Eligibility Committee.

Click here to view HMC Legal Front Spoiler Images -  
<http://www.historicmusclecars.co.nz/hmcfrontspoilers.pdf>

**3.6B Engine:** Alloy heads on Big Block Chevrolet engine must be GM Performance Parts 12363408 Bare Bowtie only and fitted out of the box. No modifications allowed.

**To help understand the "Interpretations and Definitions" for a particular Vehicle please read *HMC guidelines, Rules and Helpful Hints* or contact *the Eligibility Committee for further help.***

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