

**PRE65**  
**COMPETITION REGULATIONS**  
**Part 2**  
**ELIGIBILITY REGULATIONS**

These regulations supersede all previous eligibility regulations.  
EFFECTIVE FROM: 13 June 2009

**ART.1 Definition:**

A saloon car model in production prior to 31/12/65, of which a minimum of 1000 units were produced

**ART2 Definition of Saloon:**

For the purposes of these regulations: a car with a fixed roof and fixed seating for a minimum of four adults, as described in F.I.A. Appendix 'J' Art. 251

**ART3 Basic premise:**

All cars to remain standard

The only modifications permitted are those contained in these regulations

Any effort to accommodate any secondary modification, to permit those modifications allowed to function, is not permitted

**ART4 Spirit of the Regulations:**

It should also be noted that these specifications will be interpreted on the basis that if a modification is not specifically permitted; then it is not allowed. Efforts to bend, find or take advantage of loopholes in the rules will be deemed not to be in the spirit of the regulations.

**ART5** These regulations are to be read in conjunction with: MotorSport N.Z. Sporting code, MotorSport N.Z. Shed 'A' and series articles.

**RULE 1 BODY: (ref.ART 3 )**

- 1.1 Lightening of the body will be confined to the engine cover (bonnet) and associated hinges, brackets and supports, boot lid and associated parts, doors and associated parts, except outer door handles. Alternative materials; alloy or fibreglass only; may be used. The external appearance is to remain the same as original. Unused brackets and mounts may be removed.
- 1.2 Replica parts of alternative materials may be made to replace; headlights and surrounds, park lights and surrounds, tail lights and surrounds, Grilles and surrounds, bumpers, door glass frames, the appearance to remain identical to original
- 1.3 Glass fibre replicas may replace original bolt on type front mudguards, providing the replica is identical (inside and out) in appearance and weight to the original part. Moulds and guards to be inspected and approved by the committee.
- 1.4 Windows may be lightened as per MotorSport N.Z. Shed 'A'
- 1.5 Wiring harness, seats, carpets, sound deadening materials, dashboard and dashboard covering, door and panel trimming or covering, handbrake mechanisms, steering column and attachments, quarterlight windows, channelling and window winder mechanisms, unused brackets and mounts: may be removed or modified.
- 1.6 A racing driver's seat that complies with FIA or MotorSport N.Z.'s recognised standard as per MotorSport N.Z. Shed 'A' – Driver & Vehicle Safety, 4.5 Seating. Interior trim or covers are recommended as necessary to present a tidy appearance. Fire retardant materials are recommended. Where the complete dash panel is removed, an alternative panel of similar dimensions to the original must be fitted
- 1.7 Seating for a driver only is required, but the entire seat must be either to the left or to the right of the centre line of the vehicle, and not further rearward than the normal seating position.
- 1.8 Instrument or control panels can be specially fabricated items.

- 1.9 Wheel arch flares are permitted; material is free and must cover at least 1/3 of the tyre circumference and must not exceed the production body width by more than 100mm. overall.  
Original outer mudguards must remain in their original position, but can be relieved or flared (no more than 100mm o/a) for tyre clearance Wheel tubs may be modified from a centre line of the tub to the outer guard, but tubs to remain sealed.
- 1.10 Floor may be relieved for tramp rods to pass through. Floor and sill may be relieved for mufflers and/or side exiting of tailpipe.
- 1.11 The area of the floor directly above the bell housing and gearbox may be modified for clearance of gearbox, bellhousing and associated linkages only. All modifications must be welded to form an integral part of the body. (ref shed 'A')
- 1.11a Firewall may be panel-beaten or relieved to allow clearance only for distributor or carburettors only.
- 1.12 Doors: both front doors will be operational from inside and outside. Entry and exit will be possible through both doors. Rear doors may be fixed and/or lightened but must retain their original external appearance
- 1.13 Major components; engine gearbox and differential will remain in the confines of their original compartments within the body.
- 1.14 Minor components; such as filters and other components associated with the engine and gearbox may be relocated.
- 1.15 Battery may be relocated and (must be) fixed as per MotorSport N.Z. Shed 'A'.
- 1.16 Fuel tank may be changed or moved, but any body openings caused by the change must be covered with a steel or alloy panel. (ref Shed 'A')
- 1.17 Brake clutch and accelerator pedals and mounting systems may be from any other vehicle, combination of vehicles or can be purpose built.
- 1.18 Roll cages and full harness seatbelts are compulsory their construction and fixing must comply with MotorSport N.Z. Shed 'A' and F.I.A. App 'J' Factory tower braces may only be replaced by alternative braces that form an integral part of the Roll Cage. It is also recommended that double intrusion bars be fitted to safety cages adjacent to any seat.
- 1.19 Cars must be presentable in workmanship and appearance

## 2.0 **Suspension : Brakes : Steering : (ref. ART 3)**

- 2.1 Front and rear suspension and steering must be of the same design as original for the car. Mounting points and components may be: a/ Moved 50mm per mounting point (the mounting point is the attachment bolt) from it's original position in relation to the chassis (except shock absorbers (2.3): b/ Modified or strengthened for handling, stability, safety, or power transfer. (Ref. Schedule 'A')
- 2.2 Extra Components: e.g. turret braces, anti roll bars, panhard rod, watts linkage and tramp bars may be fitted, but with all extra components removed the car must still drive to the satisfaction of technical officers. Anti tramp devices may be fitted with a maximum of two forward links and one lateral link only. (An 'A' frame is considered one link provided it is a one piece rigid assembly. Watts linkages are considered one link). Only these additional linkages as described may be mounted with bushes or self aligning bearings.
- 2.3 Ride height, spring rate, shock absorbers and their mountings and mounting points are free. Self aligning or spherical joints/bearings are not permitted (fabricated shock towers are permitted, provided they do not require any modification of the chassis: ref. Art 3). Spherical bearings may be used on the top mount of the front struts only.
- 2.4 Suspension mountings and method of attachment is to be as per the original vehicle i.e. bushes, ball-joints, U bolts, shackles etc. Bushes may be of alternative materials. Spherical bearings may be used on the top mount of the front struts and front sway bar only.

- 2.5 Steering box/rack to be as per MotorSport N.Z. regs Shed 'A' Internals and steering wheel are free (Ref 2.1)
- 2.6 Front and rear brakes: Drums can be replaced with larger drums; discs with larger discs; wheel cylinder and bore size is free.
- 2.7 Front brakes can be replaced with a single disc, with one calliper, with a maximum of 2 pistons per disc, ventilated rotors from a standard production car to a maximum of 300mm by 26mm may be used.
- 2.8 Brake backing plates or dust shields can be altered or removed.
- 2.9 No drilling through the disc or drum is allowed.
- 2.10 Brake master cylinders and their activating method is free
- 2.11 If a single master cylinder is fitted, the car must have a mechanical hand brake.
- 2.12 All friction materials (linings) are free.
- 2.13 Any air ducting for braking and cooling systems must be confined within the original bodywork, using existing apertures. (Behind headlight, park lights, Grille.) Panels behind existing apertures may only be relieved by the minimum amount to allow ducting to pass through.
- 2.14 No mechanical or electronic anti lock-up braking devices are permitted.
- 2.15 Rod ends are permitted on steering cross shafts only.

### **3.0 Wheels and Tyres:**

- 3.1 Tyres must be of a commercially available treaded type, and must conform to MotorSport N.Z. Shed 'A'. (ref. series articles)
- 3.2 No slicks or hand grooved tyres allowed.
- 3.3 Tyre tread must remain within a vertical line from the top outer edge of the guard or flare to the centreline of the axle.
- 3.4 One-piece commercially available wheels of steel or alloy may be used. Widened steel wheels must comply to MotorSport N.Z. Shed 'A'.
- 3.5 Maximum rim width is 200mm (8") and manufacture must comply with N.Z. Standards and MotorSport N.Z. Shed 'A'.
- 3.6 Rim diameter can be altered by 25.4mm (1 in.) or one rim size from standard, i.e. Class D cars up to 13", Class C cars up to 14", Class B cars up to 15", Class A cars up to 16" (Series tyre profile is 45 series and width is 245). Where a car has wheels larger than class standard wheel, size may only be increased by 25mm (1") to the maximum of 16".

### **4.0 Transmission:**

- 4.1 Gearbox casing and tail-shaft housings must have been in production prior to 31/12/65, internal components and manufacturer is free. Ford tail-shaft housing P/N 2821E-7A039c may be used. Post 1965 gearboxes from standard production road cars with "H" pattern shift, utilizing four (4) forward gears permitted.
- 4.2 A post 65 axle/differential may be used providing they are the same type as fitted standard to the car, the internal components are free, excepting as detailed in 4.3.
- 4.3 No locked, limited slip or traction control devices (including mechanical, electronic and launch control devices) are allowed in the differential or any part of the vehicle. Oversize or extra shims or thrust washers fitted for the sole purpose of reducing the free movement of the differential or spider gears is prohibited. The unloaded wheel must spin freely at all times.
- 4.4 A steel driveshaft safety strap must be fitted under the front section of the drive shaft of rear wheel drive cars.
- 4.5 No sequential gearboxes, sequential gear kits or sequential gear shifting mechanisms are permitted.

## **5.0 Engines:**

- 5.1 All engines must be checked or sealed for all championship races (ref. Series articles)
- 5.2 The engine shall be defined as the block, heads, crankshaft and camshaft and must be based on a pre65 production saloon car engine i.e. all castings must have been in production prior to 31/12/65 or a Post 65 block and or crankshaft from the same generic family as the Pre65 block and or crankshaft retaining the same configuration ("configuration" shall mean the arrangement of the cylinders only; i.e. Flat, V, Inline) and the same number of cylinders. Produced by the same manufacturer as the car from the same country of origin as the car and fitted within the confines of original compartment (i.e. front or rear). Post 65 engines are to be as per eligibility list held by Technical Committee – which is Ford 302 Windsor block only (excluding SVO & Mexico blocks), Chrysler LA 318 block only, Roots 930 Sunbeam Imp block & crank and any Pre crossflow 1500 standard production block (Ford 4 cylinder), the Ford 200ci 7 main bearing engine block and crankshaft (low deck only) with an approved 7,000 rpm rev limiter.
- 5.3 Block, crankshaft and head(s) must be pre65 and produced by the same manufacturer. All castings must have been in production prior to 31/12/65.
- 5.4 Class 'D' cars are permitted to use a block and crankshaft that were in production prior to 31/12/66 with the following conditions:
  - a/ All engines in this category to be measured and sealed by a tech officer; no exceptions
  - b/ Morris 1300 block and crankshaft is permitted.
- 5.5 Bore size and compression ratio are free
- 5.6 Block may be modified for steel main bearing caps (2 or 4 bolt) and for those modifications allowed under (5).
- 5.7 Crankshaft journals may be ground and cross-drilled but the stroke is to remain standard. Crankshaft may be surface treated and balanced but the casting numbers must remain clearly visible.
- 5.8 Approved rev limiters to be fitted to engines with non-standard crankshafts, rev limits to be set by combined council.
- 5.9 Oiling systems are free.
- 5.10 All other engine parts are free.
- 5.11 Heads may be ported and polished. Port and combustion chamber design is free.
- 5.12 Carburettors and fuel delivery systems are free, no forced induction by mechanical means, or injection is allowed
- 5.13 Exhaust systems are free (ref. Shed 'A')
- 5.14 Identification marks or numbers on cylinder heads, blocks, crankshafts must not be altered.
- 5.15 An operational electric starter motor must be fitted and must be capable of starting the engine during a race.
- 5.16 Water and oil cooling systems may be modified or enlarged with a minimum of body modifications (but the radiator is to remain in its original position) (2.13). Alternative Homologated radiator positions are allowed.
- 5.17 Clutch and bell housing are free
- 5.18 Sump protection guards may be fitted.
- 5.19 Charging systems are optional.
- 5.20 Lotus twin cam engines can only be fitted to a genuine 2 door Cortina bodyshell.
- 5.21 Type of ignition free.