

PRE 65 SALOON REGISTER INC. COMPETITION REGULATIONS

Part 2 **ELIGIBILITY REGULATIONS**

These regulations supersede all previous eligibility regulations.

EFFECTIVE FROM: 26 June 2022

ART.1: Definition:

A saloon car in production prior to 31/12/65 of which 1000 units were produced.

ART.2: 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

ART.3: 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

ART.4: 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.

ART.5: These regulations are to be read in conjunction with: Motorsport N.Z. Sporting code, Motorsport N.Z. Shed 'A' and series articles.

1.0 GENERAL INFORMATION RELATIVE TO THESE ELIGIBILITY REGULATIONS

1.1 *These Eligibility Regulations shall be read in their entirety and shall take precedence over Appendix Two Schedule A of the 'National Sporting Code' excepting where an item is not specifically covered within the Pre 65 Saloon Registers Eligibility Regulations, in which case Appendix Two Schedule A will apply. These regulations apply to every competitor racing Pre65 regardless whether running for points or not. It is discretionary to the committee to let a non-compliant car race on a meeting to meeting basis.*

1.2 All text changes from the previous issue of these Eligibility Regulations will be highlighted. Text changes for grammatical and/or formatting reasons are not highlighted.

1.3 All cars competing in Events to which these regulations apply shall have a valid Motorsport NZ logbook.

1.4 TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY: Where any doubt may exist in understanding any regulation contained within these Eligibility Regulations, it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:

(1) The Series Scrutineer/ Chief Technical

Officer; Or in their absence to:

(2) The Motorsport NZ Technical Manager enclosing a copy of the current Eligibility Regulations.

- All enquiries should detail the article in question and the specific subject matter.

- A written reply will always be given to a written enquiry.
- On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

2.0 DEFINITIONS

2.1 Definition of terms used within the Eligibility Regulations shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:

- ★ **“Saloon”** means a two or four door vehicle with a fixed roof with factory seating for four (4) occupants.
- ★ **“Engine”** means the cylinder block, the cylinder head(s), the crankshaft and the camshaft, which must be based on a pre 1965 Series Production saloon car engine.
- ★ **“Original”** means the factory fitted part for that make, model and year.

3.0 ELIGIBILITY

3.1 All drivers shall hold a C Grade Competition Licence or higher and where the Entrant is other than the Driver, an Entrant’s Licence is required in the name of the Entrant.

3.2 All entrants and drivers shall agree to submit their vehicle to eligibility scrutineering when required by the appointed Series Scrutineer for compliance to Appendix 2, Schedule A and Appendix 4 of the National Sporting Code.

3.3 Official Series Seals may be applied by the Series Scrutineer to components and/or assemblies of components in compliance with Appendix Two, Schedule A, Article 3.7.
All seals shall be clearly detailed in the vehicles MotorSport NZ logbook.

3.4 All drivers and entrants shall be financial members of The Club or any Motor Sport NZ affiliated Club. (Refer also to 3.2 above)

Note: *Drivers who are not current members of The Club shall not be eligible for Series points.*

3.5 There are SIX (6) distinct **CLASSES** of vehicle;

Class A: being vehicles with a corrected engine capacity of 4201cc and over

Class B: being vehicles with a corrected engine capacity of 2801 - 4200cc

Class C: being vehicles with a corrected engine capacity of 1401 - 2000cc

Class D: being vehicles with a corrected engine capacity of 0 - 1400cc

Class E: being vehicles with a corrected engine capacity of 2001 - 2800cc

Outlaw Class: being vehicles invited at the discretion of the Committee

Note: *The equivalence factor applied to two-stroke engines shall be 1.8*

Note for Outlaw Class: This class has been created to enable non-compliant cars to compete; cars are accepted at the discretion of the committee. The intention is that these cars are encouraged to be modified to comply with our rules. Competitors must be a fully paid Member of the club. Break out lap times (current lap record plus 2 seconds) for the correct engine class will apply. Drivers will receive season points for the Outlaw class but will not be entitled to Overall Championship points. The committee reserves the right to discontinue this sub class at any time.

3.6 The Competitor or the Series Scrutineer may request that an engine be sealed at the time of assembly (meaning it is able to be checked prior to assembly) or ‘retro’ sealed (sealed after assembly, meaning it is unable to be checked) on the basis of the specifications as declared in the Pre65 Vehicle Eligibility Declaration. Any engine sealed in such a fashion may not be stripped, nor the seal removed unless in the presence of the Series Scrutineer, or their appointed assistant/s.

3.7 Any infringement of the seal management program or any technical breach of the technical regulations will result in a penalty being applied.

3.8 For Series Production Vehicles that were in mass production (and available on general catalogue sale) prior to the 31st December 1965, or later limited production badge engineered body type variants which retains the same engine, gearbox and suspension components and mounting points as the base car in production prior to 31/12/65 and can be considered similar in appearance to the base model of which 1000 units were produced.

3.9 Each limited production or post 1965 body type will be submitted for approval to the committee who will make the final determination on eligibility taking into account the Spirit of the Regulations.

3.10 The Engine castings shall have been in Series Production prior to 31st December 1965, or a post 1965 cylinder block and/or crankshaft from the same generic engine family as the pre 1965 cylinder block and/or crankshaft (retaining the same cylinder configuration 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 the original engine compartment.

Note: *All post 1965 cylinder blocks and/or crankshafts are to be as per list, refer Section 8.1(5).*

3.11 The cylinder head(s) must be pre 1965 and produced by the same manufacturer as the vehicle. All castings must have been in series production prior to 31/12/1965.

3.12 Reverse grid races only: any driver breaking their best time from either qualifying or any preceding race at that meeting by more than two (2) seconds (the “break-out time”) on any two (2) laps shall be excluded from the results of that race, excepting if:

(1) The Driver is competing at that circuit for the first time, or

(2) The Series Coordinator determines that the circuit condition has changed significantly, due to either weather or atmospheric conditions, or any other reason, over the course of the meeting, or

(3) Individual lap times are not recorded. In such case the break-out time shall be 1.5 seconds on any one lap.

Then the Series Coordinator may, at their discretion, either amend the ‘break-out time’ to a maximum of five (5) seconds, or (in exceptional circumstances) waive the penalty altogether. The Series Coordinator must inform the Driver(s) of their decision as soon as practicable, but in any case, shall be at least thirty (30) minutes prior to the start of the Race.

If due to a mechanical fault or other factors a competitor believes they will exceed their qualifying or race time by more than two (2) seconds the competitor may nominate a lap time, and this nominated time must be written and lodged with the Series Coordinator within 60 minutes of the published results from the previous qualifying session or race. The penalties outlined will still apply to the nominated time.

4.0 GENERAL CONDITIONS

4.1 All engines must be checked or sealed prior to championship races.

4.2 The engine, gearbox and rear axle/final drive (differential) shall remain in the confines of their original compartments within the body shell.

4.3 Cars must be presentable in workmanship and appearance.

4.4 ALL cars will be required to undergo roller testing at times during the season to check for locked diffs, eligibility and compliance to the rules of South Island Pre 65 Saloon Register Inc.

Roller testing will be random and 1 driver will be selected to assist technical officers, failing the roller test on the day will result in all points been deducted up to and including that meeting.

5.0 SAFETY EQUIPMENT REQUIREMENTS

5.1 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'

5.2 Factory tower braces may only be replaced by alternative braces that form an integral part of the Roll Cage.

5.3 It is also recommended that double intrusion bars be fitted to safety cages adjacent to any seat.

5.4 A racing driver's seat that complies with FIA or Motorsport NZ recognised standard as per Motorsport N.Z. Shed 'A' – Driver & Vehicle Safety, 4.5: Seating.

5.5 A high 'rain' light is to be mounted inside the car facing rearward on the centre line of the rear window in a position that does not restrict rearward vision. The light may double as a 'stop light' and must be a red lens LED type light. In addition to the original series production taillights or replicas as laid out in rule 6.2 that are in good working order.

5.6 A fire extinguisher in full compliance with Schedule A shall be fitted.

6.0 BODY SHELL AND EXTERIOR

6.1 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.

6.2 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.

6.3 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 are to be inspected and approved by the committee.

6.4 Windows may be lightened as per Motorsport N.Z. Schedule 'A'.

6.5 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.

6.6 Original outer mudguards must remain in their original position, but can be relieved or flared (no more than 100mm o/a) for tyre clearance

6.7 Wheel tubs may be modified from a centre line of the tub to the outer guard, but tubs to remain sealed.

6.8 Rear doors may be fixed and/or lightened but must retain their original external appearance.

6.9 Doors: both front doors will be operational from inside and outside. Entry and exit will be possible through both doors.

7.0 VEHICLE INTERIOR

7.1 Wiring harness, seats, carpets, sound deadening materials, dashboard and dashboard covering, door and panel trimming or covering, handbrake mechanisms, steering column and attachments, quarter light windows, channelling and window winder mechanisms, unused brackets and mounts; may be removed or modified.

7.2 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.

7.3 Instrument or control panels can be specially fabricated items.

7.4 A Drivers Competition Seat shall be mounted (to the left or to the right of the vehicle centre-line) no further rearward than the original seat. A front passenger seat may be fitted (to the right or left of the vehicle centre-line) no further rearward than the original seat; each must be in compliance with rule 5.1 and 5.4.

7.5 Floor may be relieved for tramp rods to pass through. Floor and sill may be relieved for mufflers and/or side exiting of tailpipe.

7.6 The area of the floor directly above the bell housing and gearbox may be modified for clearance of gearbox, bell housing and associated linkages only. All modifications must be welded to form an integral part of the body. (Refer Schedule 'A')

7.7 Firewall may be panel-beaten or relieved to allow clearance for distributor or carburettors only.

7.8 Minor components; such as filters and other components associated with the engine and gearbox may be relocated.

7.9 Fuel tank may be changed or moved, but any body openings caused by the change must be covered with a steel or alloy panel. (Refer Schedule 'A')

7.10 Brake clutch and accelerator pedals and mounting systems may be from any other vehicle, combination of vehicles or can be purpose built.

8.0 ENGINES

8.1 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.

8.15 POST 1965 ENGINE LIST

- Ford 302 Windsor block only (excluding SVO & Mexico blocks)
- Chrysler LA 318 block only
- Rootes 930 Sunbeam Imp block & crankshaft
- Ford pre-crossflow 1500 standard production block

- Ford 200ci 7 main bearing low deck engine block and crankshaft restricted to 7000rpm with an approved rev limiter.
- FORD cross flow 1600 cylinder block only

8.2 Post 65 generic blocks are allowed providing they are manufactured from the original material, use the original pre65 stroke crankshaft, use the original pre65 head(s) and be similar in appearance to the original pre65 part and have a maximum bore oversize of +060, V8 engines only.

Additional wording... A controlled aftermarket cylinder head, such as a dart for V8, is allowed. Providing set flow figures are not exceeded (figures to be set by technical) and heads must have a certificate from approved flow bench to verify and be checked and sealed with the engine each time the engine is apart. Exemption—VW Beetle, Variant or Karman Gehia allowed to use the 2 year later 2 port head.

8.3 Class 'D' cars are permitted to use a block and crankshaft that were in production prior to 31/12/66 with the following conditions:

- All engines in this category to be measured and sealed by a tech officer; no exceptions
- Morris 1300 block and crankshaft is permitted.

8.4 Bore size and compression ratio are free with the following exception(s):

- A Ford four cylinder engine block cannot exceed a bore size of 85.5mm within the original bore jackets.

8.5 Block may be modified for steel main bearing caps (2 or 4 bolt) and for those modifications allowed under (5).

8.6 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.

8.7 Approved rev limiters to be fitted to engines with non-standard crankshafts, rev limits to be set by *committee*.

8.8 Oiling systems are free.

8.9 All other engine parts are free.

8.10 Heads may be ported and polished. Port and combustion chamber design is free.

8.11 Identification marks or numbers on cylinder heads, blocks, and crankshafts must not be altered.

8.12 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). Alternative Homologated radiator positions are allowed.

8.13 Sump protection guards may be fitted.

8.14 Lotus twin cam engines can only be fitted to a genuine 2 door Cortina body shell.

- 8.15**
- 1 - for C & D Class only
 - 2 - A post pre 65 engine can be used, But must be the same configuration and number of cylinders as the original
 - 3 - Can be a twin cam and from another manufacture although same make is encouraged if readily available. Engine must fit into the original confines of the engine bay
 - 4 - Engine must be converted to carburettor to give a pre-65 appearance
 - 5 - Engine can be modified or restricted to have no more than 120rear wheel HP for C class & 100 rear wheel HP for D class.

Owner of vehicle may be asked to prove this by the technical committee. This figure to be reviewed by current C & D class competitors and the technical committee. As cars are yet to be built or repowered, these RWHP figures may need to be reviewed to have parity with current complying cars.

9.0 INDUCTION/ EXHAUST SYSTEM

9.1 Carburettors and fuel delivery systems are free, no forced induction by mechanical means or injection is allowed.

9.2 Exhaust systems are free (refer Schedule 'A')

10.0 FUEL SYSTEM

11.0 TRANSMISSION

11.1 Gearbox casing and tail-shaft housings must have been in production prior to 31/12/65, internal components and manufacturer is free. Any Post 1965 gearboxes and tail-shafts with "H" pattern shift, utilizing four (4) forward gears permitted.

11.2 A post 65 axle/differential which includes aftermarket axle/differentials providing they resemble the original axle/differential in appearance, weight and are made of the material. In addition, floating hubs may be used. The internal components are free, except as detailed in **11.3**.

11.3 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. Differentials are to be checked by a technical officer and then sealed. Vehicles to be checked on a random basis and if seal is missing/broken then all points received between then and last time checked to be removed.

11.4 A steel driveshaft safety strap must be fitted under the front section of the drive shaft of rear wheel drive cars.

11.5 Clutch and bell housing are free.

11.6 No sequential gearboxes, sequential gear kits or sequential gear shifting mechanisms are permitted.

11.7 The gearbox cross member may be strengthened, altered or replaced.

12.0 IGNITION and ELECTRICAL SYSTEMS

12.1 Type of ignition free.

12.2 An operational electric starter motor must be fitted and must be capable of starting the engine during a race.

12.3 Battery may be relocated and (must be) fixed as per Motorsport N.Z. Schedule 'A'.

12.4 Charging systems are optional.

13.0 SUSPENSION

13.1 Front and rear suspension must be of the same design as original for the car.

13.2 Mounting points and components may be: a/ Moved 50mm per mounting point (the mounting point is the attachment bolt) from its original position in relation to the chassis, except shock absorbers (refer **13.4**): b/ Modified or strengthened for handling, stability, safety, or power transfer. (**Ref. Schedule 'A'**)

13.3 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.

13.4 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.

13.5 Ride height, spring rate, shock absorbers and their mountings and mounting points are free. Self-aligning, or spherical joints/bearings are permitted (fabricated shock towers are permitted, provided they do not require any modification of the chassis: Refer **Art 3**).

13.6 Spherical bearings may be used anywhere on vehicle.

13.7 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.

13.8 Bolt on front axle beam/front suspension cross member may be strengthened, altered or replaced.

14.0 BRAKING SYSTEM

14.1 Front and rear brakes: Drums can be replaced with larger drums; discs with larger discs.

14.2 Wheel cylinder and bore size is free.

14.3 Front brakes to be open with a maximum of four pot callipers and a maximum of 310mm x 30mm. ABS not allowed. Rear drums may be replaced with brake rotors maximum size 310mm diameter x 30mm thick. 1 calliper per side with a maximum of 2 pistons per calliper.

14.4 Brake backing plates or dust shields can be altered or removed.

14.5 No drilling through the disc or drum is allowed.

14.6 Brake master cylinders and their activating method are free.

14.7 If a single master cylinder is fitted, the car must have a mechanical hand brake.

14.8 All friction materials (linings) are free.

14.9 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.

14.10 No mechanical or electronic anti lock-up braking devices are permitted.

15.0 STEERING

15.1 The steering system must be of the same design as per the original vehicle.

15.2 Steering box/rack to be as per Motorsport N.Z. Schedule 'A' Internals and steering wheel are free (Ref 2.1)

15.3 Spherical Rod ends are permitted anywhere on the vehicle

16.0 WHEELS AND TYRES

16.1 One-piece commercially available wheels of steel or alloy may be used. Widened steel wheels must comply with Motorsport N.Z. Schedule 'A'.

16.2 Maximum rim width is 200mm (8") and manufacture must comply with N.Z. Standards and Motorsport N.Z. Schedule 'A'.

16.3 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 16",
Class A cars up to 16"

Where a car has wheels larger than class standard wheel, size may only be increased by 25mm (1") to the maximum of 16".

16.4 Tyres must be of a commercially available treaded type and must conform to Motorsport N.Z. Schedule 'A'. (Series tyre profile is 45 series and width is 245).

16.5 No slicks or hand grooved tyres allowed.

16.6 Tyre tread must remain within a vertical line from the top outer edge of the guard or flare to the centreline of the axle.

16.7 DOT of the sponsor are to be used at all times. As we move over to the new Hankook control tyre you may use your existing Kumho tyres until they are worn out, no new Kumho tyres to be presented at this coming season Eligible Hankook tyres are as follows:

Brand	Size	Pattern	Compound	Pattern Class
Hankook	225/45ZR13	Z214	Medium Compound (C5)	Semi-slick (DOT)
Hankook	180/550R13	Z206	Wet Medium (W5)	Wet
Hankook	225/45ZR15	Z214	Medium Compound (C5)	Semi-slick (DOT)
Hankook	190/580R15	Z207	Wet Medium (W5)	Wet
Hankook	245/45ZR16	Z214	Medium Compound (C5)	Semi-slick (DOT)
Hankook	210/610R16	Z207	Wet Medium (W5)	Wet

If and when supply of the preferred tyres ceases, or one or more of the tyre sizes required by a competitor are not available, then the alternative tyre and/or manufacture, along with the specific technical details of the tyre is to be presented to the committee for approval and noted in the minutes of the committee meeting. Details of any new approved tyre is to be communicated to all members. The Committee will have the final say regarding the legality of an alternative tyre taking into account the spirit of pre65 racing. Road tyres must be speed rated.

Wet Tyres are allowed.

17.0 GENERAL

17.1 Nuts, bolts, circlips, pins, springs, clips, paintwork, coolants and lubricants are free.