



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 model 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.

Make and Model of Car:	Ford Escort Mk1,1300GT, Mexico 1600GT, RS2000, RS1600 & Twin Cam
Period of Original Manufacture:	1968 to 1974
MSNZ Historic Group:	Saloon Group 2
Date of Issue of this document:	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

Description:	Unibody two door Coupe.
Period of Manufacture:	1968 to 1974
Manufacture:	Ford Motor Company
Countries of Manufacture:	England & Australia.
Chassis Number Location:	Top of Right Hand Suspension Tower
Material:	Steel

1.2 FRONT SUSPENSION

Description:	Independent – MacPherson strut with lower arm & sway bar.
Spring Medium:	Coil
Damper Type:	Telescopic
Anti-Sway bar:	Yes
Suspension Adjustment:	See Comments

COMMENTS:

Custom upper adjustable platform mounts are approved. Reinforcement to the spring tower is allowed. Shock absorbers must be of appropriate period type and use the original mounts. They may not utilise 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:	See Comments

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 utilise 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 quick ratio, 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:

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 callipers 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

Make:	Ford
Model:	Kent & Pinto
No. cylinders:	Four
Configuration:	Straight 4,
Cylinder Block Material:	Cast iron
Two/Four Stroke:	Four
Kent 1300, Bore/Stroke - Original:	80.98 x 62.99mm
Kent 1600, Bore/Stroke - Original:	80.98 x 77.62mm
Pinto 2Litre OHC Bore/Stroke - Original:	90.82 x 76.95mm
BDA 1601cc Bore/Stroke – Original:	80.98 x 77.62mm
Twin Cam 1558cc Bore/Stroke - Original:	82.5 x 72.75mm
Capacity – Original:	1300cc to 1975cc
Cooling Method:	Fluid
Identifying marks:	Casting numbers, refer to ford manufacture specifications

COMMENTS:

Replacement Engine blocks are 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. Pinto 200/205 block is allowed, but must remain the correct 2.0 Litre bore plus 030/060. No Aluminium replacement blocks for the BDA, must remain Iron Block. BDG and BDH engines not approved.

2.2 CYLINDER HEAD/CAMSHAFT

Make:	Ford, Lotus & Cosworth
No. of valves/cylinder - inlet:	Kent, Pinto & Twin Cam, one, BDA two.
No. of valves/cylinder – exhaust:	Kent, Pinto & Twin Cam, one, BDA two.
Total no. of ports – inlet	Four(I4)
Total no. of ports – outlet	Four(I4)
No. of Camshafts:	Kent & Pinto, one, Twin Cam & BDA, two
Camshaft Location:	Block or Head
Camshaft Drive:	Chain or Belt
Valve actuation:	Pushrod and rockers/camshaft buckets
Spark Plugs/Cylinder:	One
Identifying marks:	Refer to manufacture specifications

COMMENTS:

FIA approved replacement cylinder heads, of the same material, but must remain the original port spacing, valve angle and number of valves per cylinder.

Warrior or Cosworth Sierra heads on the Pinto are not approved.

The exhaust system must be correct for the period.

2.3 LUBRICATION

Method:	Wet sump and Dry Sump approved.
Oil Cooler:	Yes

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:	1300 & 1600 Kent, Pinto, one. Twin Cam & BDA, two
Pump:	Mechanical

COMMENTS:

Mechanical fuel injection and multiple carburettors are approved.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

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

COMMENTS:

Hydraulically operated multi plate race clutch are approved.

3.2 TRANSMISSION

Type:	Ford
Make:	Type E and Type 3
Gearbox Location:	Behind engine
No. forward speeds:	Four
Gear change type and location:	Remote floor mounted
Case Material:	Cast iron

COMMENTS:

Replacement Quaife straight cut dog style gear sets are approved but must be in the original cast iron housing. Number of forward speeds must not be altered. ZF Type S5-18/3 5 Speed FIA Historic gearbox are approved.

Type 9, Sierra 5 Speed is not approved.

3.3 FINAL DRIVE

Make :	Ford
Model:	Atlas Salisbury and English Banjo
Wheel Drive Method:	Rear
Ratios:	Various
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 tail shaft with universal joints

COMMENTS:

3.5 WHEELS AND TYRES

Wheel type – Original:	Pressed Steel Disc, Cast Aluminium
Material – Original:	Steel and Aluminium
Fixture Method:	Studs
No. of stubs:	Four
Original Wheel Diameter:	13 inch
Original Rim Width:	5.5 inch
Tyres allowed:	50% Minimum aspect ratio, Refer to Appendix 6 tyre rules

COMMENTS:

Maximum allowed wheel diameter 13 Inches. Maximum allowed rim width 7 inches. The Homologated 15 inch wheels are not approved. Period Alloy wheels approved. On Bubble Fare cars wheel size no larger than 13 x 8 inch

4.1 FUEL SYSTEM

Make:	Ford
Tank Location:	Inside boot behind rear seat
Capacity:	41 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 or boot 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, (1300GT 4 Door)
Spoilers Front:	None
Spoilers Rear:	None
Hood Scoop:	None

COMMENTS

Any part of the wheel arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres but the outside original appearance must remain, is approved. 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 not approved. Homologated Fibreglass bonnet and boot lid approved but must be factory hinged mounted and with factory braced construction. **PLEASE SEE NOTES:** Roll cage construction side intrusion bars.



Mk1 Escorts were raced and rallied extensively in NZ in period and the use of Bubble Flares were a common modification. Cars with this modification are approved under Schedule T&C. Flares must be to factory dimensions and can be Steel or Fibreglass. Bubble Flared cars can only use 13 inch diameter wheel rims. Fibreglass bonnet and boot lid approved but must be as the factory braced units as produced in period. No light weight carbon fibre allowed. All remaining body work must be steel.

4.4 DIMENSIONS

Track – Front:	1314mm
Track – Rear:	1333mm
Wheelbase:	2430mm
Overall Length:	3980mm
Curb Weight:	870kg

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

