



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 Mk2, 1600 Sport, RS2000 and RS1800 |
| Period of Original Manufacture: | 1975 - 1981 |
| 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: | 1975 to 1981 |
| 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 may be 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 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

| | |
|---|---|
| Make: | Ford |
| Model: | Kent & Pinto |
| No. cylinders: | Four |
| Configuration: | Straight 4, |
| Cylinder Block Material: | Cast iron |
| Two/Four Stroke: | Four |
| Kent 1600, Bore/Stroke - Original: | 80.98 x 77.62mm |
| Pinto 2Litre OHC Bore/Stroke - Original: | 90.82 x 76.95mm |
| BDA 1845cc Bore/Stroke – Original: | 80.98 x 77.62mm |
| Capacity – Original: | 1600 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 Aluminum replacement blocks for the BDA, must remain Iron Block. BDG and BDH engines are not approved, see Schedule K.

2.2 CYLINDER HEAD/CAMSHAFT

| | |
|--|--------------------------------------|
| Make: | Ford & Cosworth |
| No. of valves/cylinder - inlet: | Kent, Pinto, one, BDA two. |
| No. of valves/cylinder – exhaust: | Kent, Pinto, one, BDA two. |
| Total no. of ports – inlet | Four(I4) |
| Total no. of ports – outlet | Four(I4) |
| No. of Camshafts: | Kent & Pinto, one, 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 Serria Cosworth 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

| | |
|-----------------------------------|---------------------------------|
| Carburetor Make and Model: | Solex & Weber |
| Carburetor number: | 1600 Kent, Pinto, one. BDA, two |
| Pump: | Mechanical |

COMMENTS:

Mechanical fuel injection and multiple carburetors 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 |
| 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. Number of forward speeds must not be altered. ZF Type S5-18/3 5 Speed FIA Historic gearboxes are approved. Type 9, 5 Speed, 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 Aluminum |
| Material – Original: | Steel and Aluminum |
| 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 Forest Fared cars wheel size to be 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 |
| Spoilers Front: | Yes, Factory Sport Spoiler Kit |
| Spoilers Rear: | Yes, Factory Sport Spoiler Kit |
| 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 lightweight panels are not approved. Zak Speed Type Flare kits are not approved.

PLEASE SEE NOTES: Roll cage construction side intrusion bars.

Mk 2 Escorts were rallied extensively in NZ and the use of Forest Flares was a common modification. Cars with this modification are approved under Schedule T&C. Flares must be to factory dimensions and can be Steel or Fiberglass. Forest Flared cars can only use 13 inch diameter rims.

4.4 DIMENSIONS

| | |
|------------------------|--------|
| Track – Front: | 1314mm |
| Track – Rear: | 1333mm |
| Wheelbase: | 2430mm |
| Overall Length: | 3980mm |
| Curb Weight: | 930kg |

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