

Specific regulations pertaining to 1965/66 Ford Mustang Coupe and Fastback.

WHEEL AND TYRE SPECIFICS

1. Maximum Front wheel rim size is 15X8 with 4.25 or more back spacing only
2. Maximum Rear wheel size is 15X8.5 with 3.75 or more back space only (15X8 is advisable)
3. Maximum Front Tyre size is Hoosier 25.5X8.5 or Goodyear Blue Streak 6.00
4. Maximum Rear Tyre size is Hoosier 25.5X8 or 25.5X10 and/or Goodyear Blue Streak 6.00
5. Warrant of Fitness Legal 50(min)Profile DOT Road Road/Race Tyres allowed such as Avon CRZZ, ZZS, Toyo's etc

ENGINE SPECIFICS

6. Maximum engine size is 302CI(4" Bore X 3.00" Stroke) plus 060 Thou Bore Size Maximum
7. Engine Rev Limit is free
8. Dart SR and JR Replacement Cast Iron Windsor Cylinder Heads of standard valve angle and port spacing allowed
9. Small Block Ford Engines cannot use the "FORD RACING N351 NASCAR CAST IRON CYLINDER HEAD M-6049-N351" as the valve angle has been altered.
10. Aftermarket Period Aluminium Gurney Weslake Cylinder Heads allowed
11. Period Single 4, twin 4's, 3 X 2 Barrel, 4 X 48IDA Weber carburettor set ups allowed. Period Lucas or Kinsler Mechanical Fuel Injection allowed. In all cases your chosen carburettor system must fit under the Standard Production Manufactures bonnet without any outer modification.
12. When using a Dart or SVO Replacement Engine block, it must be the Factory 8.2 Deck Height.
13. Aftermarket Blocks must not be externally machined for lightness
14. Any camshaft specs allowed providing the engine block camshaft journal remains factory specs
15. Any single distributor mounted in the engine block with one ignition coil is allowed, EG: MSD, Mallory, etc

CLUTCH, GEARBOX, DIFF and BRAKE SPECIFICS

16. Any flywheel and clutch combination can be used along with any hydraulically operated clutch system. Steel shatter proof and other style bellhousings allowed providing the starter motor is mounted in its original factory position.
17. Gearbox can only have four(4)forward gears been utilised, this can be a T10 or Toploader of any ratio, a replacement Jerico dog shift gearbox that is a direct bolt in is allowed. The shifter brain must bolt to the side of the gearbox tail housing with linkages connected to the gearbox side linkages.
18. Floor tunnel modification is allowed for shifter clearance but at all times the modification must have the appearance of the original floor/tunnel.
19. Only Ford 8 or 9inch diffs allowed. The diff head can be aftermarket but must always be cast iron. Any gear ratio or LSD unit can be used. Full Floating outer hubs allowed.
20. Front and rear brake calipers must be of a "two-piece, bolt together lug mount" style construction and of steel or aluminium only. Only a maximum of four(4) piston calipers allowed. Maximum front rotor diameter is 315mm

BODY AND INTERIOR SPECIFICS

PLEASE NOTE: A 65/6 Mustang/Shelby Fastback was only raced as a B/Production "Sports Car" in the USA and never raced in NZ or Australia. This fastback body style can be used but must utilize the coupe regulations for the specifics of this class.

21. Fastback ONLY: Fibreglass R-Model style front apron that uses the original front bumper can be used. At all times a chrome front bumper must be fitted with this apron panel.
22. Mustang Coupes must use the factory chrome Front bumper and steel lower Valance panel, the R-model valance was never used on the Coupe model.
23. For Mustang Coupes the Lower front Steel Valance panel can be notched centre were the licence plate normally fits, to allow for radiator venting, as was done on the Factory Trans am 66 Mustang Coupes and as raced in New Zealand (Paul Fahey's Mustang)
24. Fiberglass Shelby Hood or Bolt-On Shelby Hood Scoop allowed on both Fastback and Coupe
25. Bonnet must sit flush with the rear wiper panel and fenders and be on its original style hinges
26. If used, Period Slide Style Bonnet hold pins with wire attachment or locked in slider must always be used. Modern flush mount Carbon Fibre/Fibreglass looking non-period bonnet hold down pin/clips not allowed
27. The passenger side rear foot well floor can be raised and the sill notched for side exit exhaust and muffler exit clearance
28. As per main regulations, Bonnet and Boot must have the original opening hinges fitted. When closed the Bonnet/Hood must sit flush with the fenders, rear bonnet wiper panel and tail light panels as per Factory fitment
29. Battery must either be in its original position or in the boot, not inside the car. The Battery must of a capacity and style to be able to start or restart the engine at least 6 or more times constantly
30. For Fender flaring and Body work please see pictures below. The 65/6 Mustang has very flat side fender outer skins compared to 67 and up Mustangs, it is important that the flare have the correct period look to the eye. The rear fender flare and be massaged more than the front flare. The front fender flare must generally be smaller than the rear to give the correct silhouette look, infact the front fender should not require very much of a flare at all. The bottom front of the front fender can be cut forward in a nice arch to allow for more tyre clearance when the wheels are turned. The wheel arch lips can be folded or removed for tyre clearance, and the outer part of the inner rear wheel tubs also can be removed and replaced for tyre clearance. At all times the added flare must be produced from the original skin, you cannot roll up a flare from separate sheet metal and weld it to the out-fender skin. You cannot pump the rear fender skin outwards to the point it removes its gentle curve and original shape when looking down the body line. No other fender/mudguard modifications allowed.

Please go to the main rules page for all other Regulations:

See pictures below for HMC eligible 65/6 Mustang Fender Flares

