

NZ HISTORIC MUSCLE & SALOON CAR INC, REGULATIONS

APPROVED VEHICLE SPECIFICATION SHEET, Ford Capri Perana V8 Mk1 1970 to 12/1972

This form details the approved specifications for an individual vehicle model for NZ Historic Muscle and Saloon Car Inc, competition. The vehicle needs to comply with these specifications, the physical appearance (shown in the illustrations) and the general rules.

Make and Model of Car: Ford Capri MK1 Perana V8(South Africa)
Period of Original Manufacture: 1970 to Dec 1972(South Africa)
MSNZ Historic Group: Saloon Group 2
Date of Issue of this document: Feb 2019





Refer to the below regulations for Vehicle Eligibility to race with NZ Historic Muscle and Saloon Cars Inc, classes. These General Regulations only allow for the permitted modifications as stated, otherwise all other items must remain in the vehicle and working.
As the Perana Capri has no FIA Homologation Papers, only manufactures build specifications, no other Capri Homologated extras are allowed in the building of this car.

SECTION 1 – CHASSIS

1.1 CHASSIS FRAME

Description:	Monocoque-body, two door coupe
Period of Manufacture:	January 1969 to December 1973
Manufacture:	Ford Motor Company of south Africa-Basil Green Motors
Country of Manufacture:	South Africa
Chassis Number Location:	Located on the Left hand inner fender in front of the strut mounting hole, riveted on plate.(Perana only)
Material:	Steel

1.2 FRONT SUSPENSION

Description:	Independent – MacPherson strut
Spring Medium:	Coil
Damper Type:	Telescopic
Anti-Sway bar:	Yes
Suspension Adjustment:	None

COMMENTS:

Custom upper adjustable platform mounts are approved. Reinforcement to the spring tower is allowed. Shock absorbers must be of appropriate period type and the use of 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. McPherson Struts with threaded adjustable sleeves and aftermarket uprated coil springs along with uprated stub axles are approved.

1.3 REAR SUSPENSION

Description:	Live Rear Axle
Spring Medium:	Semi Elliptic Leaf, Twin Radius Arms
Damper Type:	Telescopic
Damper Adjustable:	No
Anti-Sway bar:	No
Anti-Sway bar adjustable:	No
Suspension Adjustable:	No
Method:	N/A

COMMENTS:

Springs must be correct for the period and the type and location unchanged, these can be updated. 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, Behind Cross member
Make:	Ford

COMMENTS:

Steering rack can be changed to a power steering unit providing the style and fitment remains the same. Steering Rack can be either mounted in front or behind the cross member. Power Steering pump must be belt driven by the engine. Tie rod ends may be changed to spherical bearings. Quick release steering wheel approved. No electric assist or quick steer gear drive columns allowed.

NOTE: A power steering rack from a later Mk3 Capri is acceptable.

1.5 BRAKES, FRONT

Make:	Ford
Type:	Disc, solid
Dimensions:	243.5mm X 9.7mm
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:	No
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 a maximum size of 267mm X 28mm with mounting hats and aftermarket aluminium hubs 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
Disc or Drum Material:	Cast iron
No. Cylinders/pots per wheel:	Two
Actuation:	Hydraulic
Caliper Material/Type:	N/A
Caliper Pistons:	N/A

COMMENTS:

Replacement disc brakes are allowed. A maximum 4 pot, two piece bolt together fixed lug mount design of Steel or Aluminium are approved. Maximum rear rotor diameter is 260mm, can be solid or vented. Handbrake and cables can be non-operational or completely removed.



SECTION 2 – ENGINE

2.1 ENGINE

Make:	Ford
Model:	Windsor
No. cylinders:	Eight
Configuration:	8.2 inch deck height, 60 degree Vee
Cylinder Block Material:	Cast iron
Two/Four Stroke:	Four
SB Bore – Original:	4inch(101.6mm)
BB Bore – Original:	N/A
SB Stroke – Original:	3inch(76.2mm)
BB Stroke – Original:	N/A
Capacity – Original:	302 Cubic Inch or 5 Litre
Cooling Method:	Fluid
Identifying marks:	Casting Numbers on block, Refer to manufactures specs

COMMENTS:

Replacement aftermarket Engine blocks are NOT approved. The crankshaft to block deck height(8.2) and camshaft placement position must always remain the same. The factory “V” angle must remain. No Stroker or offset ground Crankshafts allowed, maximum stroke is

3inch(76.2mm). Maximum overbore of 060 thou is permitted. Engine must be inspected while apart or capacity checked if together, by a MSNZ/HMC/HSC approved Official and sealed.

2.2 CYLINDER HEAD

Make:	Ford
No. of valves/cylinder - inlet:	One
No. of valves/cylinder – exhaust:	One
Total no. of ports – inlet	Four
Total no. of ports – outlet	Four
No. of Camshafts:	One
Camshaft Location:	Centre of engine block
Camshaft Drive:	Chain
Valve actuation:	Pushrod and Rockers/Camshaft lifters-Rockers
Spark Plugs/Cylinder:	One
Identifying marks:	Casting numbers on Cylinder head in valley, refer manufactures specs

COMMENTS:

Replacement aftermarket cylinder heads are NOT approved. Any exhaust header system is allowed but must be correct for the period. Roller camshafts not permitted, Solid flat tappet or Hydraulic lifter style only

2.3 LUBRICATION

Method:	Wet Sump
Oil Cooler Standard:	No

COMMENTS:

No Dry Sump System allowed. Aftermarket modified style race sump with swinging pick up with trap doors approved. Externally mounted oil cooler and oil filter remote approved. Accusump fitment approved

2.4 IGNITION SYSTEM

Type:	Coil and distributor
Make:	Autolite

COMMENTS:

Aftermarket MSD style ignition approved but must remain with an operating distributor and single coil.

2.5 FUEL SYSTEM

Carburettor Make and Model:	Autolite, Holley
Carburettor number:	One
Pump:	Mechanical

COMMENTS:

Mechanical fuel injection and multiple carburettors approved but must always fit under the standard production bonnet without modification.

2.6 COOLING SYSTEM

Radiator Style	Copper, Down Flow
Water Pump:	On Engine, Belt Driven

COMMENTS:

Aluminium aftermarket cross flow radiator mounted in the original position is approved, however, it cannot be not recessed into the radiator support panel. Removal of the original engine driven fan and replaced with an aftermarket electric radiator mounted fan is approved. Electric water pumps not allowed.

SECTION 3 - TRANSMISSION

3.1 CLUTCH, STARTER

Make:	Ford
Type:	Three Finger Spring
Diameter	10inch
No of Plates:	One
Actuation:	Hydraulic

COMMENTS:

Hydraulically operated multi plate race clutch approved. Aftermarket starter motor is allowed but must remain in its original position.

3.2 TRANSMISSION

Type:	Ford
Make:	Toploader
Gearbox Location:	Behind engine
No. forward speeds:	Four

Gear change type and location:

Shifter mounted on Gearbox Tail housing with Linkages

Case Material:

Cast Iron

COMMENTS:

The number of forward speeds must not be altered. Toploader Gearbox can be replaced with a BW T10 but at all times must remain a synchromesh transmission. Jerico, Tex101 and other Dog Style gearbox's not permitted. A replacement Long Style sliding or Hurst Shifter brain can be used, but its mounting position, operation and linkages must remain as period.

3.3 FINAL DRIVE

Make : Ford

Model: Salisbury, Borg-warner

Wheel Drive Method: Rear

Ratios: 3.25

Differential: Cast Iron Centre with Steel Housing Tubes, one piece

Type: Hypoid Bevel

COMMENTS:

Only Replacement USA Ford 8inch or 9inch Diffs allowed. Full Floating Hub Ends are approved. Ratios are free, limited slip permitted. Ford 8 or 9inch removable diff heads must remain cast iron/steel. Other style of replacement diff units(such as Toyota Hilux) not allowed.

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number One and Two

Description: Open tailshaft with hanger bearing

COMMENTS:

Two piece steel driveshaft with centre hanger and one piece steel or aluminium driveshaft approved

3.5 WHEELS AND TYRES

Wheel type – Original: Pressed Steel Disc

Material – Original: Steel Chrome Ro-Style

Fixture Method: Studs

No. of studs: Four

Original Wheel Diameter: 13 Inch

Original Rim Width: 6 Inches

Tyres allowed: 50% Minimum aspect ratio, Refer to MSNZ, Appendix 6 tyre rules

COMMENTS:

Maximum allowed wheel diameter 13 inches. Maximum allowed rim width 8 inches. Only NZ compliant DOT rated road legal treaded radial tyres that will obtain a LTSA warrant of fitness are approved. Bias ply threaded racing tyres or Bias ply slicks with approved grooving are allowed. Radial slicks whether grooved or slick are not allowed.



4.1 FUEL SYSTEM

Make: Ford
Tank Location: Inside boot behind rear seat
Capacity: 48 to 58 Litres
Fuel Pump type and location: On Engine, Front Left had side

COMMENTS

Boot mounted fuel cell fitment approved. Electric fuel pump approved.

4.2 ELECTRICAL SYSTEM

Voltage: 12
Alternator: Fitted on engine right hand side
Battery Location: Engine compartment

COMMENTS

Battery cannot be mounted inside cockpit. Original position or boot mounted battery approved.

4.3 BODYWORK/INTERIOR

Type:	Fixed head coupe
Material:	Steel
No of Seats:	Four
No of Doors:	Two
Spoilers Front:	None
Spoilers Rear:	None
Hood Scoop:	None

COMMENTS

Aftermarket flares are not allowed. Any part of the wheel arch/wing pressing folded into the wheel arch, may be deformed, but not removed. This is to give clearance to the tyres but the outside appearance must remain original. Headlining and Carpet can be removed. Rear Seat can be removed, but a rear seat look-alike cover must be used in its place(See pics below).

Aftermarket dash gauges with the look of the period are approved(See pic below). Glazing and its operation must remain. Rear window can be replaced with approved Perspex/Plexiglas but vent holes are not allowed. Fibreglass or Carbon panels not approved unless factory. Homologated Flared Guards and lightweight panels are not approved. All exterior bright work around the side windows, rear tail panel and side vents must remain. No painting or powder coating of any bright/chrome work allowed. No Spoilers allowed.



PLEASE SEE NOTES: Rollcage construction side intrusion bars.



4.4 DIMENSIONS

Track – Front:	1366mm
Track – Rear:	1321mm
Wheelbase:	2559mm
Overall Length:	4303mm Length X 1645mm Width X 1310 Height
Curb Weight:	1150 Kg's minimum weight.

4.5 SAFETY EQUIPMENT

See MSNZ Appendix Six – Schedule AA and Appendix Two - Schedule A.

ADDITIONAL COMMENTS

NOTES: (1)When constructing the rollcage side intrusion bars it is important to allow clearance for fitment of inside door arm rests, window winders and door opening handles. (2)All side window mouldings must remain bright chrome/anodized and not painted. (3)Only the correct Perana/Capri early style small Tail-Lights can be used. (3) Heater, Air Conditioning and other under-dash items can be removed. (4) Turn signals, park lamps, Dash and interior lighting can be non-operational but other lighting must remain. (5) Bumpers must be retained in chrome, over-riders can be removed. (6)Rear Boot lid and tail light panel trim mouldings must be fitted. (7) Only the original Style Square head lights can be used(no twin round headlights) (8) The two rear guard side trim mouldings, each side, must be fitted. (9) Lower sill moulding can be removed. (9) Both chrome/stainless wipers must be fitted. (10)Badging to be included.



4.6 ADDITIONAL COMMENTS

If you are unsure of eligibility or the approved replacement components and/or other technical issues for the above vehicle please contact a NZ Historic Muscle and Saloon Inc representative on this website