

## Interpretations, Changes and Definitions of PRE65 Eligibility Regulations

Interpretations, Changes and Definitions:

23-September-00

### Basic Premise

Cars must remain standard. The practice of removing or leaving body panels off is not allowed. Cars that do have panels missing (particularly Mustangs and Falcons) will be given a period of grace by the combined Tech officers but all panels must be reinstated before the start of the 2002/2003 competition year

**Rule 6.1** Bumper Irons are not specifically mentioned as items that can be removed or lightened.  
Therefore all bumper irons must be reinstated

**Rule 6.1** Where a headlight is removed. A replica in general style and look must replace it. It is not permitted to remove the headlight, backing and bowl and leave the aperture open. If the headlight aperture is used for brake cooling it must be a closed scoop of minimal opening. The external look must still replicate the original light.

**Rule 7.8** Boot Floor:  
Where a fuel tank or similar item is removed from the boot floor only the aperture left by that removal can be covered by an alternative floor.  
It is not permitted to remove any extra material from the original body

**Rule 11.2** Where differential housing have been changed the total width of the differential housing with wheels attached will remain within the confines of the bodywork as rule; 1.9

**Rule 13.3** Chassis members are the box sections that run fore and aft of the vehicle. These sections cannot be cut or altered

**Rule 13.3** Strengthening panels that run between the parallel chassis rails and are not box sections, are considered to be supporting panels and may be modified (but not removed) to allow for those modifications allowed.

**Rule 14.9** The removal of paneling to allow air to pass from the plenum chamber below the windscreen is not allowed. It is contrary to 'Shed A' and contrary to Art 3 and 2.13 herein. Tech officers will allow a time frame for compliance.

### Rule 8.5

Rev limits as set by Committee (2004)

Class "A" V8	7500rpm
Class "B" 6 Cylinder	7500rpm
Class "C" Open 4 Cylinders	8000rpm
Class "D" Under 1400cc	8000rpm
Class E 2001 to 2850cc	7500rpm

One exemption is the MK3 Zephyr in allowing the Falcon 200 ci 7 bearing engines, both the Technical and full Committee restricted the RPM to 7000 max.

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**Triumph Vittess Rear Axle**

In response to the failure of the Triumph Vittess rear axle. The axle broke resulting in the wheel and axle hub and brake assembly to come off. This is the second time there has been a failure of this assembly.

The Series Scrutineers considered the Vittess rear axle design as unsafe, following investigation put forward the DATSUN 180B **type** rear axle as a replacement axle.

This type of axle requires a lower support arm, and the Technical committee have considered these as support arms do not constitute additional traction control arms.

As per the constitution the Series Scrutineer asked the committee to approve the scrutineer's interpretation on the lower support arms, following deliberation the committee gave their unanimous approval.

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**Technical Interpretation Rule 5.1.5**

30-July-2012

- 5.1.5** 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.

It is interpreted that the high rain light, may have a clear LED type lens, however the lights showing rearward must be RED also that the "High Rain Light" must be have a minimum power/brightness of 15 watts or equivalent.

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**Technical Interpretation Rule 6.2**

30-July-2012

- 6.2** Additionally, replica parts of alternative material may replace the headlights, park lights, taillights and surrounds, grilles and surrounds, bumpers, front valances, nose cones and door glass frames. (Nose cones refer to technical).

It is interpreted that the intent of the word "Replica" is a "reasonable" copy of the original part in design and style of the original part.

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**Technical Interpretation Rule 6.2**

29-May-2010

- 6.2** Additionally, replica parts of alternative material may replace the headlights, park lights, taillights and surrounds, grilles and surrounds, bumpers, front valances, nose cones and door glass frames.

The Front Valance is interpreted as being a bolt/screw on panel behind the bumper, generally attached beneath the grill and as a finishing panel under the front guards.

The Nose Cone is interpreted as being a complete bolt/screw on front panel, i.e. Mustang; the panel generally contains the grill and head lights etc. and is bolted to the front guards

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## Technical Interpretation Rule 8.12

30-July-2012

**8.12** Lotus twin cam engines can only be fitted to a genuine 2-door Cortina bodyshell.

It is interpretation that the Lotus Twin Cam engine is a Ford Kent short engine as described in Schedule P65 with a genuine Lotus Twin Cam cylinder head as fitted to the MK1 Lotus Cortina of the period

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## Grandfather Right

13-February- 2013

At the June 2004 AGM a remit was passed to add the additional wording to the engine rule that said **“the engine had to come from the same country of manufacturer as the car”**. This remit had repercussions for the Ex Tony Christensen Zephyr.

There was a further remit which included the camshaft as part of the engine; this had repercussions for the overhead cam conversion on the ex-Justin Haworth Cortina.

Below are notes to the remits as a clarification of the remits 1 and 5 from 2004 AGM Minutes, both of these grandfather rights were given at the AGM

### Notes to Remits 1 and 5

#### Remit One.

**Rule 5.1: With the inclusion of the additional wording “must be from same country of origin as the car” this change effectively banned the MK3 Zephyr of Ray Welton, the AGM agreed that while this car existed in it’s present configuration the car will be granted a grandfather right, However should the car be altered away from the present configuration the grandfather right will be rescinded.**

#### Remit Five

**Removal of Rule 5.5 “the Camshaft may be relocated” this again effectively banned the ex Justin Haworth MK1 Cortina, the AGM agreed that this car will be granted a grandfather right. However should the car be altered away from the present configuration the grandfather right will be rescinded.**

As the Cortina was altered from the overhead configuration, the grandfather right lapsed however the Zephyr never was changed and the grandfather right still exists.

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## Reinstatement of Grandfather Right

29-May-2013

Following a request from Kelvin Rice to the 2013 Pre65 Racing Saloons Inc. AGM asking to reinstate the Grandfather right on the ex-Watson Haworth Yellow Cortina to refit and race with the Kevin Bann built Overhead Cam conversion, as granted by the members at the 2004 AGM.

The members recognized this car has significant historic interest to Pre65, and expressed a keenness to see this car returned to its former glory. A unanimous decision from the members was given to reinstate the Grandfather right

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- 11.2 The axle/differential must be the **same type** and material as fitted standard to the car, the internal components are free, excepting as detailed in Article 11.3 below.

It has been interpreted that “**same type**” shall mean any one piece ridged banjo type axle either front or rear loaded with a bolt on drive axle mounting to the axle housing flange. The manufacturer is free. Floating or swinging type axles are not permitted to replace this type of axle.

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### **Clarification of V8 engines to Australian built Falcons**

- 3.1** For Series Production Vehicles that were in mass production (and available on general catalogue sale) prior to the 31st December 1965, of which a minimum of 1000 units were produced.
- 3.2** 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.

Early on when Pre65 was first introduced to the North Island, the Australian built Ford Falcons were given dispensation to fit a V8 engine. In 1964/5 the Canadian built Falcons were fitted with the 260ci Ford engine, in the day limited numbers of these V8 powered Canadian cars were built right hand drive for export to countries like New Zealand and Australia.

Other than a few cosmetic changes i.e. grill, tail light clusters, bumper shape, interior layout, essentially these cars were the same they all shared the floorplan, suspension and body as the Aussie Built cars.

The decision by Pre65 at the time was to permit the Australian built Falcons to be fitted with V8 engines.

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### **Technical Interpretation Ford 2V Cylinder Head**

20-December- 2018

Any cylinder head (as fitted to the subject Series Production Vehicle) that was in series production prior to 31 December 1965 or a direct replacement cylinder head of the same design configuration and material as listed in Article 3.3

It has been interpreted that the replacement for the Ford Falcon 200ci, 6 cylinders, 7 bearing engine.

The Ford 2V cast iron cylinder is approved as a replacement cylinder head for these engines. To be added to Rule 8.12.

Approved by Committee as submitted by Shane Hobman Series Scrutineer

Following consideration by the committee the following has been approved

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**Technical Interpretation**

2005

**Sleeving of Cylinder Blocks**

Cylinder blocks may be sleeved to recover or salvage a cylinder block, all bores, if required to return the block to the original presleeved capacity.

It is not permitted is to sleeve a cylinder block to gain engine capacity.

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**Technical Interpretation RULE 14.3**

Nov- 2020

- 14.3** Front brakes are free respecting a maximum of four(4) pistons per calliper and a maximum size of 310mm for disc diameter. Rear Brakes are free respecting a maximum of two(2) pistons and a maximum size of 310mm for disc diameter. No ABS or carbon / ceramic compounds are permitted.

**Rule 14.3 states the front brakes are free respecting the number of pistons per calliper and the overall diameter of 310mm, the technical committee recommended to the committee that vented and cross drilled OEM disc rotors are permitted under rule 14.3. The proviso is they are optional and this interpretation does not include, hi tech aftermarket type disc rotors, OEM as available for general sale from Repco etc. The committee voted and passed this interpretation.**

- 14.5** No drilling of the disc or drum friction surface is authorised.  
**Note: Rule 14: Still applies as this rule is to prevent drilling or altering the disc from its original state.**
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**Rule 3.3 Cylinder heads**

May - 2022

Any alternative including alloy cylinder head must be a direct replacement of the existing head, the technical data from the existing cylinder head (To include head capacity in cc's, valve size, port entry size), must be supplied to the Series Scrutineer prior to order, upon receipt of the alternative cylinder head, the actual as built manufacturers data sheet must be supplied to the Series Scrutineer. This must comply with the original application data sheet, only then final approval to compete will be given

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**Rule 11.3 Process to check differentials are legal**

Feb - 2023

The car being checked will have one rear wheel raised into the air by jacking the car up from its normal jacking point. The car will be lowered onto blocks of wood under the diff tube closest to the raised wheel. The jack can then be removed. The driver will then be asked to move the car forward by engaging the clutch in 1<sup>st</sup> gear and giving the car a rev. The raised wheel should spin freely and the wheel on the ground should not move the car forward. This then will be repeated on the other side and tested again.

This needs to be done in a safe manner, all people and obstructions need to be clear of the vehicle with any observers standing to the side.

A car will be checked when a technical committee member chooses to request it, or if the technical committee is given a Competitor Initiated Eligibility Request form by a Pre 65 competitor to check another car. If there are suspicions from the Pre 65 competitor that the test has not been performed correctly, the diff head can be removed at the track. Alternatively, an anti-tamper seal will be added to the diff and then the diff can be opened before the next event while being monitored by a technical committee member.

If the owner of the car or competitor refuses to do the test or they believe the test is incorrect. They have

the option of having the diff head removed at the track. Alternatively, an anti-tamper seal will be added to the diff and then the diff can be opened before the next event while being monitored by a technical committee member.