



**AGM MAY 2011**

**Manuels Millennium Hotel**  
**TAUPO**

**INFORMATION**  
**BOOKLET**  
**Meeting Date 28/05/11**

Venue Details

# Millennium Hotel Manuels Taupo

[www.manuels.co.nz](http://www.manuels.co.nz)

07-378-5110



# **Pre65 Racing Saloons Inc**

**Annual General Meeting, to be held at  
MILLENNIUM HOTEL (MANUELS)**

**TAUPO**

**Date Saturday 28<sup>th</sup> May 2011**

## **AGM Agenda**

1. • **Registration at 12.00**
2. • **AGM Start at 12.30 pm**
3. • **Apologies**
4. • **Valedictory**
5. • **Presidents Report -- Wayne Davies**
6. • **Treasurers Report – Noeline Hobman**
7. • **Previous Minutes**
8. • **Matters Arising**
9. • **Technical Report – Merv Macdonald**
10. • **Election of Officers (Secret ballot)**
11. • **Remits**
12. • **Series Articles Revue**
13. • **General Business**
14. • **\*\*\*\*\*Afternoon Tea Break\*\*\*\*\***
15. • **Race Dates**
16. • **IRC Report – Alex Davie**
17. • **Fuel Report**
18. • **Club News Letter / Web Site**
19. • **Annual Subscription Revue.**
20. • **Vote Next AGM Venue**
- 21.. **Finish**

## 22.. North South Committee Meeting

### **Minutes of AGM PRE65 Racing Saloons Inc AK 445756**

**Held at: Cooks Gardens, Wanganui  
May 29th 2010 - 11.10am start**

**Present:** 34 members.

**Apologies:** Chudleigh Haggett, Mitch and Lynn Cobham, Gary Rush, Peter Stevenson, Mark Bowskill

**Valedictory:** 1 minute standing silence was observed for members who have passed on during the last year

**Welcome:** Mike Johnson welcomed all the members to Wanganui highlighting the Wanganui area and past residents and features to be seen in the area.

The President Wayne Davies thanked Mike on behalf of the out of town members and welcomed Gareth Hall and Greg Stewart from the South Island club to the our AGM.

**Presidents Report:** Wayne read and tabled his report for the past year.

**Treasurers Report:** Dave presented his report with hard copy for all to read through, Tony Elmiger moved as true & correct record, seconded by Shane Hobman.

**Carried**

Dave also announced his retirement as treasurer; a position Dave has held for many years and commented the club needs to maintain our contact and relationship with our sponsors and as a club need to pursue all avenues to ensure the financial viability of the club. The members congratulated and thanked Dave for his 18 years of involvement in the club in the usual way.

**Previous minutes:** The President read the previous minutes.

Dave Taylor moved as true & correct record, seconded by Justin Haworth

**Carried**

**Matters Arising from Previous minutes:**

Mike Johnston asked re two Matters that were held over from the last AGM, one being the later year (i.e. pre1968). It was generally agreed that this was outside the scope of the whole direction of the club and the matter was dropped, the second was on the allowance of rear disc brakes, this had been put into a remit by the secretary and would be voted on in the remit session.

### **Technical Report:**

Merv Macdonald commented on the presentation of the cars and in general they are very good, however that a couple need to be attended to, to bring them inline with the clubs overall expected presentation of the cars we race.

Race Gas Merv touched on this matter but as there was to be a presentation by Alex Davie that his comments would be held over to this session.

### **Election of Officers:**

#### **President: Wayne Davies**

1 nomination was received within the prescribed 7 days prior.

Wayne Davies accepted the nomination and was duly elected

Nominated by, Justin Haworth / 2<sup>nd</sup> by Alex Davie

#### **Vice President: Bill McKinnon**

Two nominations received

Richard Hill

Nominated Merv Macdonald / 2<sup>nd</sup> by Justin Haworth

Bill McKinnon,

Nominated by, Wayne Davies / 2<sup>nd</sup> by Dave Robinson

Richard Hill declined the position

Bill McKinnon accepted the nomination and was duly elected.

#### **Treasurer:**

No nomination received

It was agreed for the position of Treasurer to be held open for a committee appointment as per the constitution.

#### **Secretary: Alex Davie**

1 nomination received

Alex Davie accepted his nomination and was duly elected

Nominated by, Errol Hamley / 2<sup>nd</sup> by Susan McClintock.

#### **Joint Series Coordinators: Susan McClintock & Noeline Hobman**

2 nominations received.

Sue McClintock (Merv Macdonald / 2<sup>nd</sup> by Wayne Davies) accepted her nomination as

Noeline Hobman (Tim Paterson / 2<sup>nd</sup> by Alex Davie)

Alex Davie suggested that the job of series coordinator was a very big one and that both of the nominees be elected as joint Series Coordinators.

Carried

Both Susan and Noeline accepted their nominated and were duly elected.

#### **Series Scrutineer: Merv Macdonald**

1 nomination received Merv Macdonald accepted his nomination and was duly elected

Alex Davie / 2<sup>nd</sup> by Tony Elmiger

Committee: Tony Elmiger – Justin Haworth – Daniel Johnston – Tim Paterson

7 nominations received as follows:

All were nominated and seconded in the normal way.

Tony Elmiger - Richard Hill – Justin Haworth – Jeff Warn — Paul Pickerall –  
Chris Gunn – Daniel Johnston – Tim Paterson

A secret vote was taken to vote with the following members duly elected on the first vote  
Justin Haworth – Tony Elmiger were duly elected.

4 members had equal votes cast, which required a new vote on the four remaining  
members.

Following the vote Tim Paterson and Daniel Johnston were duly elected.

Technical Committee: (2 required)

2 nominations received as follows:

**Shane Hobman**

Nominated by Alex Davie / 2<sup>nd</sup> by Dave Taylor

**Dave Robinson**

Nominated by Mike Johnston / 2<sup>nd</sup> by Justin Haworth

No other nomination were received, Shane and Dave accepted their nominations and  
were duly elected

Club Captain: Dave Robinson

Two nominations received –

Dave Robinson

Nominated by Dave Taylor / 2<sup>nd</sup> by Justin Haworth

Richard Hill

Nominated by Susan McClintock / 2<sup>nd</sup> by Daniel Johnston

After a vote Dave Robinson was duly elected

PR Officer: Justin Haworth

1 nomination received –

Justin Haworth accepted nomination and was duly elected

IRC Representative: Alex Davie

One nomination received

Alex Davie accepted and was duly elected

Auditor:

The committee was charged to find a replacement for Santi Vega

Patron: Ian Bowater

Ian Bowater was nominated seconded and duly elected as our Patron,

Vice Patrons:

No nomination was received, to be passed to the committee for consideration.

**A lunch break was taken at 12.15pm. The AGM recommenced at 1.10pm.**

**Remit # 1.** 29th May 2010

**SCH P65 TECHNICAL REGULATIONS:**

**Current Wording –**

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

**Change to -**

**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.

Moved by Shane Hobman / 2<sup>nd</sup> by Tim Paterson

Following a discussion as to the term and meaning nose cone, an amendment was moved by Mike Johnson and 2<sup>nd</sup> by Richard Hill to remove the wording 'nose cones'

The amendment was voted on.

For 7  
Against 14

**The amendment was Defeated**

100%

The original Remit was put to the members

.For 24  
Against 1

**Carried**

95.84%

**Remit # 2.** 29<sup>th</sup> May 2010

**SCH P65 TECHNICAL REGULATIONS:**

**New Rule 8.13**

Post - 65 generic blocks are allowed providing they manufactured from the original material, use the original Pre 65 stroke crankshaft, use the original Pre65 head(s) and be similar in appearance to the original Pre65 part.

**Moved by Justin Haworth / 2<sup>nd</sup> by Mike Johnston**

Following a discussion for and against the remit was put to the members

For 13  
Against 9

**Defeated**

At 59.1% the remit failed to get to the required 66.6%,

**Remit # 3**

Moved and withdrawn by Justin Haworth.

**Remit # 4** NI AGM 2010

**SCH P65 TECHNICAL REGULATIONS:**

**Section 14 – Braking**

**Addition to rule 14.3 – Currently reads:**

14.3 Front brakes may be replaced with single disc / single 2 piston (maximum) caliper. Ventilated discs from a series production vehicle, to a maximum size of 300mm x 26mm are authorized.

**Change rule to read:**

14.3 Front brakes may be replaced with single disc / single 2 piston (maximum) caliper. Ventilated discs from a series production vehicle, to a maximum size of 300mm x 26mm are authorized. Rear drums may be replaced with non vented single disc / single **piston** caliper from a series production vehicle, to a maximum size of 290mm x 20mm.

Moved by Mike Johnston / 2<sup>nd</sup> by Paul Johnston

Mike spoke to the remit and pointed out a copy error the word piston had been left out of the original remit, the secretary agreed it was not as presented, all members agreed to reinstate the additional word (highlighted above in red), following a general discussion the remit was put to the members.

For 16

Against 6

**Carried**

Vote 72.7%

**Series Articles Review:**

**Remit No 1.**

Change in wording and meaning under **Rule 10.5 Starting positions** sub clause (b) and (c)

Moved by Murray Poot / 2<sup>nd</sup> Justin Haworth

Vote for 24

Against 3

**Declined**

**Remit No 2.**

Additional points allocation under **Rule 7.4.2 Preseason Checks**

**To add (50 class points)**

The remit was put to the members.

**Votes For 28**

**Against 0**

**Carried.**



### **General Business:**

Alex Davie re 20 year celebration, suggested that we hold at Labour Day weekend at Taupo, we book a room in the upstairs suites and cater for finger food on the Saturday, to celebrate our 20 years. It was agreed to invite all past members.

Noeline Hobman asked if the club had thought about getting more club shirts, Alex D suggested we get shirts, tee shirts and caps etc. to highlight our 20 year milestone, the matter will go to committee, but it was generally agreed that these should be done.

With the election of members from Wanganui onto the committee Daniel Johnston asked if the committee meetings had to held in Hamilton and Tauranga, Merv replied on behalf of the committee, the only reason the committee meeting were held in the north was that was where the committee members resided, and with the election of the Wanganui members to the committee, that all further committee meetings be held in a mutually agreed location, Taupo was suggested and agreed on.

Gareth hall extended an invitation to all North Island members to join them with their 30 year celebration on the 26<sup>th</sup> of June in Wanaka.

Joanne K asked about the tyre inspection fee, this fee was imposed by the committee to members who either had tyres supplied or purchased tyres outside the club, this was to guarantee that our sponsors had an accurate record of the number of tyres supplied to the club as part of their sponsorship package,

### **IRC Report:**

Alex Davie reported on the IRC, all is in good heart IRC made a profit of some \$30,000 this was agreed by the IRC members to be held over for promotion activity for next season, also that the IRC AGM was set down for the 20<sup>th</sup> of June 2010 at Taupo Car Club Rooms.

### **Fuel Discussion:**

Alex Davie reported to the members on the clubs remit for exemption of the fuel regulations, upon the failure of this remit at the MSNZ AGCM, Alex started correspondence with Raymond Bennett Vice President of MSNZ and Wayne Christie executive member of MSNZ for an exemption under our sanctioned series status also to include the south island club in our series articles, indications given by the above gentlemen is positive, while Alex could not give a cast iron assurance, he could give a qualified 95% acceptance of the proposal, all the contacts with the MSNZ executives is positive, Alex told the members any and all developments will be given to the members via the newsletter.

### **Engine Discussion:**

Following the publication in the latest newsletter of a post 65 engine study during discussion Chris Gunn talked on his disagreement with the discussion paper in that we are pre65 and should keep the class and engines pre65, the author Alex Davie replied that

the purpose of the paper was to try and come up with a system that will allow the technical experts to create a formula that will allow the controlled inclusion of post 65 engines, the examples used in the discussion paper were exactly that examples, to give the members an idea of what may be considered.

Alex asked the members if a remit could be submitted to the next AGM that creates that formula, the problem we face at the moment is that any requests are submitted to the members at the AGM, this system creates anomalies, in that the present system is subject to the whims of the members who rightly or wrongly see that that someone may get an advantage, the system proposed will remove that.

The formula will be initiated by a member who completes an application form this goes to the Series Scrutineer who then forwards this to an 8 member committee 4 from each club, who will vote via email on each application.

Alex asked the members for a remit to be put to the next AGM.

**Carried; unanimously.**

### **Race Dates: 2010 / 2011**

- |                   |               |                     |
|-------------------|---------------|---------------------|
| 1. October 2/3    | Manfield      |                     |
| 2. October 23/24  | Taupo         | Labour Weekend      |
| 3. November 13/14 | Manfeild      | MG Classic          |
| 4. December 4/5   | Pukekohe      | Thunder in the Park |
| 5. February 6/7   | Manfield      |                     |
| 6. March 26/27    | Hampton Downs |                     |
| 7. April 23/24    | Taupo         | Easter              |

### **Web Site:**

Justin commented on the costs in keeping the web site current estimated at \$400.00 per month, in a private conversation with Gareth Hall, the south island may consider combining with our web site on a shared cost basis, the committee to discuss with the south island committee.

### **Subscription Review:**

**No change**

During this discussion Alex Davie asked the members to offer life membership to Dave Taylor in recognition for the tremendous effort Dave has done for the club over the last 18 years

Carried; unanimously.

### **Non Racing Trophy list**

<b>Hard Luck Trophy</b>	<b>Mark Piddick</b>
<b>Best Presented Car</b>	<b>Peter Stevenson</b>
<b>Most Improved Driver</b>	<b>Daniel Johnson</b>
<b>Crew person</b>	<b>Dave Ross</b>
<b>Rain Champion</b>	<b>Dave Richmond</b>
<b>Spirit of the Class</b>	<b>Dave Taylor</b>
<b>Presidents trophy</b>	<b>Alex Davie</b>

Voted by the members at the AGM

**Sportsman of the Year Alex Davie**

A secret vote was taken and the next AGM will be held in **Taupo**

Wayne thanked all past and present members for their commitment to the club.  
The meeting closed with thanks to all at 3.30pm.

## **Current Office Holders**

<b>President</b>	<b>Wayne Davies</b>
<b>Vice President</b>	<b>Bill McKinnon</b>
<b>Series Scrutineer</b>	<b>Merv Macdonald</b>
<b>Series Coordinator</b>	<b>Susan McClintock / Noeline Hobman</b>
<b>Secretary</b>	<b>Alex Davie</b>
<b>Treasurer</b>	<b>Noeline Hobman (Non Voting)</b>
<b>Committee</b>	<b>Justin Haworth</b>
	<b>Tony Elmiger</b>
	<b>Tim Patterson</b>
	<b>Daniel Johnston</b>
<b>Technical Officers</b>	<b>Shane Hobman</b>
	<b>Dave Robinson</b>
<b>Club Captain</b>	<b>Dave Robinson</b>
<b>PR Officer</b>	<b>Justin Haworth</b>
<b>Patron</b>	<b>Ian Bowater</b>

## **ELECTION OF OFFICERS**

PRESIDENT \_\_\_\_\_

VICE PRESIDENT \_\_\_\_\_

SECRETARY \_\_\_\_\_

TREASURER \_\_\_\_\_

SERIES COORDINATOR \_\_\_\_\_

SERIES SCRUTINEER \_\_\_\_\_

FOUR COMMITTEE MEMBERS:

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

TWO TECHNICAL OFFICERS:

1. \_\_\_\_\_

2. \_\_\_\_\_

(Either Technical Officer may be called upon from time to time to deputise for the Series Scrutineer)

AUDITOR: (Honorary member) \_\_\_\_\_

PUBLIC RELATIONS OFFICER: \_\_\_\_\_

CLUB CAPTIAN: (Social) \_\_\_\_\_

IRC DELEGATE \_\_\_\_\_

PATRON: \_\_\_\_\_

VICE PATRONS: 1. \_\_\_\_\_

2. \_\_\_\_\_

# AGM REMITS

Date: Wednesday, August 11, 2010

**Remit # One**

(Existing)

**3.7** There are four distinct **CLASSES** of vehicle;

**Class A:** being vehicles powered by a V8 engine

**Class B:** being vehicles powered by a 6-cylinder engine

**Class C:** being vehicles powered by a 4-cylinder engine

**Class D:** being vehicles powered by a 4-cylinder engine of less than 1400cc

(Proposed)

**3.7** There are four distinct **CLASSES** of vehicle;

**Class A:** being vehicles powered by a V8 engine

**Class B:** being vehicles powered by a 6-cylinder engine

**Class C:** being vehicles powered by a 4-cylinder or under engine

**Class D:** being vehicles powered by a 4-cylinder or under engine of less than 1400cc

Note: to convert a 2 stroke to a 4 stroke rating the conversion rate is 1.8

To allow for engines with less than 4 cylinders to race in class C and D

Moved By – **Series Scrutineer**

Seconded by:

\_\_\_\_\_ Members voted for the Remit

\_\_\_\_\_ Members voted for the Remit

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

Date: 10 February 2011

**Remit # 2**

Section: 11. Transmissions (Schedule P65)

Alteration to Rule: 11.1

**Existing Rule 11.1**

The gearbox casing and tail-shaft housing must have been in series production prior to 31/12/65, although the internal components are free. The Ford tail-shaft housing (part number 2821E-7A039C) is authorised. Post 65 Gearboxes from standard production road cars with 'H' pattern shift utilizing four forward gears permitted.

**Proposed Rule 11.2**

The gearbox casing and tail-shaft housing must have been in series production prior to 31/12/65, although the internal components are free. The Ford tail-shaft housing (part number 2821E-7A039C) is authorised. Any post 65 Gearboxes and tail-shafts with 'H' pattern shift utilizing four forward gears permitted.

**Reasons:**

- 1) Cost and availability – eg Jericho \$2500NZD vs. Similar spec Toploader \$8000+NZD
- 2) If competitors wish to use 5 speeds they can do so in the original Pre65 boxes.
- 3) Give competitors much more choice.
- 4) Much easier to "police" and no grey areas.
- 5) Currently members using later model gearboxes in both Islands.

Moved by: Peter Stevenson

Seconded by:

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

Date: 23 February 2011

**Remit #: 3**

Section: 11.0 Transmissions (Schedule P65)

Alteration to Rule 11.1

Existing Rule 11.1

The gearbox casing and tail-shaft housing must have been in series production prior to 31/12/65, although the internal components are free. The Ford tail-shaft housing (part number 2821E-7A039C) is authorized. Post 65 gearboxes from standard production cars with 'H' pattern shift utilizing four forward gears permitted.

Proposed Rule 11.1

The gearbox casing and tail-shaft housing must have been in series production prior to 31/12/65, although the internal components are free. The Ford tail-shaft housing (part number 2821E-7A039C) is authorized. Post 65 gearboxes from standard production cars with 'H' pattern shift utilizing **five** forward gears permitted.

Reason:

1. The gearboxes are more common.
2. To make the smaller engines more reliable for the bigger tracks.
3. With five speed gearboxes the smaller engines don't have to rev so hard on the bigger tracks.
4. Cars are not going to go any faster.

Moved by: Shane Hobman

Seconded by:

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

**Section 14 – Braking**

**Addition to rule 14.3 – Currently reads:**

14.3 Front brakes may be replaced with single disc / single 2 piston (maximum) caliper. Ventilated discs from a series production vehicle, to a maximum size of 300mm x 26mm are authorized.

**Change rule to read:**

14.3 Front brakes may be replaced with single disc / single 2 piston (maximum) caliper. Ventilated discs from a series production vehicle, to a maximum size of 300mm x 26mm are authorized. Rear drums may be replaced with non vented rotors maximum size 290mm diameter x 20mm thick. 1 calliper per side with a maximum of 2 pistons per calliper, rotors & callipers must be from a series production vehicle.

**Reasons**

Safety. Disc brakes cannot go out of adjustment; therefore brakes will always maintain consistency.

Cost. Cheaper to maintain.

Non-performance enhancing. There are other classes racing where some cars have rear discs and others have drums with no performance advantage or disadvantage by using either system.

The rule is written so you do not have to change to rear discs if you don't want to.

Moved By – Mike Johnston

Seconded by \_\_\_\_\_

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_



**Date:** 22 February 2011

**Remit # 5**

**Section:** 8. Engines (Schedule P65)

**Alteration to Rule: 8.13 Post 1965 Engine List**

**Existing Rule 8.13**

The following engine blocks and/or crankshafts have been approved for use in this Series:

- Ford 302 Windsor cylinder block only, (excludes the BOSS, SVO & MEXICO blocks)
- Chrysler LA 318 (cylinder block only)
- Rootes 930 Sunbeam Imp cylinder block & crankshaft
- Ford pre-cross flow 1500 standard production cylinder block.
- Ford 7 main bearing 200ci low deck

**Proposed Additions to Rule 8.13.**

The following engine blocks and/or crankshafts have been approved for use in this Series:

- Any Ford 302 Windsor cast iron cylinder block only.
- Any GM 350 cast iron cylinder block only
- Any BMC "A" Series cast iron cylinder block only.
- Any Holden 6 cast iron cylinder block only.
- Any Ford cross flow cast iron 1600 cylinder block and crankshaft only.
- Any Chrysler Generic cast iron cylinder block only.
- Rootes 930 Sunbeam Imp cylinder block & crankshaft.
- Ford pre-cross flow 1500 standard production cylinder block.
- Ford 7 main bearing 200ci low deck.

Engines falling outside rule 8.13, applications can be made to Technical for a Post 65 replacement engine block and/or crankshaft of the pre65 engine that ceased production without any generic late model replacement; any such engine must come from the same family of manufacturers, i.e. General Motors, Ford, Chrysler etc. as the original engine.

Moved by: Mark Mitchell                      Seconded by: \_\_\_\_\_

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

**Date:** 19 February 2011

**Remit # 6**

**Section:** 8. Engines (Schedule P65)

**Alteration to Rule: 8.13 Post 1965 Engine List**

**Existing Rule 8.13**

The following engine blocks and/or crankshafts have been approved for use in this Series:

- Ford 302 Windsor cylinder block only, (excludes the BOSS, SVO & MEXICO blocks)
- Chrysler LA 318 (cylinder block only)
- Rootes 930 Sunbeam Imp cylinder block & crankshaft
- Ford pre-cross flow 1500 standard production cylinder block.
- Ford 7 main bearing 200ci low deck

**Proposed Addition to Rule 8.13.**

The following engine blocks and/or crankshafts have been approved for use in this Series:

- Ford 302 Windsor cylinder block only, (excludes the BOSS, SVO & MEXICO blocks)
- Chrysler LA 318 (cylinder block only)
- Rootes 930 Sunbeam Imp cylinder block & crankshaft
- Ford pre-cross flow 1500 standard production cylinder block.
- Ford cross flow 1600 cylinder block only
- Ford 7 main bearing 200ci low deck

**Reasons:**

- 6) Availability. Decent 1500 non-cross flow blocks now near unobtainable.
- 7) Reliability, much more selection of later model stronger 1600 blocks
- 8) Give competitors much more choice.
- 9) Still must use non-cross flow head/crankshaft etc
- 10) All 4cyl Fords covered including Lotus etc.

Moved by: Mark Stretton                      Seconded by: \_\_\_\_\_

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

**SCH P65 TECHNICAL REGULATIONS:**

**New Rule 8.13**

Post - 65 generic blocks are allowed providing they manufactured from the original material, use the original Pre 65 stroke crankshaft, use the original Pre65 head(s) and be similar in appearance to the original Pre65 part.

**Reasons**

- Any later blocks must use the original heads and crankshaft etc. Any "exotic" type of block cannot be used (alloy etc) and all the original components must work together with any generic block; it must be cast iron and must look similar to the original.
- Choice. Much more of a selection of readily available and stronger generic engine blocks to the competitor.

**The club allows the use of stronger than original crankshafts, camshafts, pistons, oiling systems, gearboxes, differentials etc. Why? To greatly improve reliability of the cars therefore the cost to the competitor.**

**Why have a "weak link" in an engine that will cause catastrophic engine failure when it breaks.**

**No competitor has to change to a stronger engine component if they don't want to.**

Moved By - **Justin Haworth**

Seconded by: \_\_\_\_\_

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

Date: August 11, 2010

**Remit 8**

(Existing)

**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.

**Note:** All post 1965 cylinder blocks and/or crankshafts are to be as per list, refer Article 8.13.

(Proposed)

**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.

Engines falling outside rule 3.2, applications can be made to the Series Scrutineer (Technical) for a Post 65 replacement engine of the pre65 engine that ceased production without any generic replacement; any such engine must come from the same family of manufacturers, i.e. General Motors, Ford, Chrysler etc. as the original engine.

In all instances prior approval for post 65 or non standard engines must have been granted by the Series Scrutineer (technical),

Moved By – Alex Davie, Merv Macdonald      Seconded by: \_\_\_\_\_

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

Date: 18-February-2010

**Remit 9**

Removal of rules should remit # 8 Post 65 engines pass.  
These rules no longer required

(Existing)

**8.1** Class 'D' cars only, are authorised to use a block and/or crankshaft that were in production prior to 31/12/66 on the proviso that these engines are pre-checked and sealed by the Series Scrutineer. It particular this article authorizes the BL 1300 'A' Series cylinder block and crankshaft.

**8.13** The following engine blocks and/or crankshafts have been approved for use in this Series:

- ⌚ Ford 302 Windsor cylinder block only, (excludes the BOSS, SVO & MEXICO blocks)
- ⌚ Chrysler LA 318 (cylinder block only)
- ⌚ Rootes 930 Sunbeam Imp cylinder block & crankshaft
- ⌚ Ford pre-crossflow 1500 standard production cylinder block.
- ⌚ Ford 7 main bearing 200ci low deck block and crankshaft restricted to 7000rpm with an approved rev limiter.

Moved By – **Alex Davie**

Seconded by:

**North Island**

**South Island**

Vote - For \_\_\_\_\_

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Vote majority % \_\_\_\_\_

Motion: Carried / Declined

Motion: Carried / Declined

Total Vote N.I. \_\_\_\_\_

Total Vote S.I. \_\_\_\_\_

## **Series Articles Revue**

Series Articles Rule 3.12

**Remit # 1**

### **Existing**

3.12 The Competitor or the Series Scrutineer may request that an engine be sealed at the time of assembly (meaning it is able to be checked prior to assembly) or 'retro' sealed (sealed after assembly, meaning it is unable to be checked) on the basis of the specifications as declared in the Pre65 Vehicle Eligibility Declaration. Any engine sealed in such a fashion may not be stripped, nor the seal removed unless in the presence of the Series Scrutineer, or their appointed assistant/s.

### **Proposed**

3.12 To be eligible to run or enter in Pre65 Racing Saloons Series all cars must have their engines inspected and sealed by a member of the technical committee with no relationship to the car. If seals are removed during the season for repairs they must have the engine inspected and sealed again before they compete again. Any seals found to be tampered with or removed will result in the competitor losing all points for that season and membership revoked from the club for the remainder of the season.

Reason:

There have been many rumours, accusations and allegations of illegal engines this will put all these to rest and everyone on a level playing field. Also with the possibility of more engine regulations this would then become a necessity

Moved By – **Glenn Williams**

Seconded by:

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Motion: Carried / Declined

**Section 9**

**Remit # 2**

**New Rule 9.6 Transponders**

Transponders shall be fitted within a maximum of 500mm and a minimum of 200mm from the front edge of the front bumper but in front of the wheel (left or right side).

**Reason:** Because of the diverse range of cars in the class there is too big a difference between where the transponder is fitted i.e. Mustang, Mini, T/Bird or Imp.

If, in a perfect world, the Mini & the Mustang went across the line together, having the transponder at the same distance from the front bumper would be a much closer finish than if one car had it fitted further back than the other.

Moved By – **Shane Hobman**

Seconded by:

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Motion: Carried / Declined

**General Business**

**Trophies**

**Detail:** ALL trophies won and awarded to club members that are returnable - an engraved miniature of suitable quality to be issued as well.

**Reasoning:** Everyone who races puts in an extreme amount of time, money, and effort; along with some sacrifices in time spent with family, especially if they do their own preparation and/or engine work. A trophy is well earned and I feel that having something to keep would be great. This was brought up at committee level some three years ago, with approval, but as yet nothing has been done to implement it. It would therefore be appropriate that issue of these miniatures be backdated to and including 2008/2009 season. This would also bring us in line with almost every other club and competition involved in Motorsport!

Not all members are able to win a trophy, and when they do, it may be the only one they ever win, so will be very special to them.

Moved by Dave Bone

Seconded by:

Vote - For \_\_\_\_\_

Vote - Against \_\_\_\_\_

Vote majority %: \_\_\_\_\_

Motion: Carried / Declined

## **Race Dates**

### **2011/2012 (TBC)**

1. October 1/2 Manfeild
2. October 22/23 Taupo
3. November 12/13 Hampton Downs
4. December 3/4 Pukekohe (Thunder in the Park)
5. February 4/5 Manfeild
6. March 4/5 Hampton Downs
7. April 7/8 Taupo

### **2012/2013**

October 6/7 Manfield  
October 20/21 Taupo  
November 10/11 Hampton Downs  
December 1/2 Pukekohe (Thunder in the Park)  
February 2/3 Manfeild  
March 2/3 Hampton Downs  
March 30/31 Taupo

### **2013/2014**

October 5/6 Manfeild  
October 26/27 Taupo  
November 16/17 Hampton Downs  
December 7/8 Pukekohe (Thunder in the Park)  
February 1/2 Manfeild  
March 1/2 Hampton Downs  
April 19/20 Taupo

### **2014/2015**

October 4/5 Manfeild  
October 25/26 Taupo  
November 15/16 Hampton Downs  
December 6/7 Pukekohe (Thunder in the Park)  
February 7/8 Manfield  
March 7/8 Hampton Downs  
April 4/5 Taupo