



## **REGULATIONS AND SPECIFICATIONS FOR THE 2019 HISTORIC PRODUCTION CAR GROUP N CLUB CHAMPIONSHIP (161683/144)**

### **1. OBJECTIVES**

- 1.1 The objective of this saloon car formula is to encourage the use and preservation of the South African Saloon cars that raced in this country and to form a register of the original race cars remaining in South Africa.
- 1.2 The cars that raced in South Africa and in one of the following formulas are encouraged to enter: Wesbank Modified series, Group One, Group N, Star Modified Series and Manufacturers Challenge and that raced in the period pre 1996.
- 1.3 Only genuine race cars are permitted, recreations that are a direct reflection of the original car in every aspect would be considered only on prior application and pre - approval by the Historic Production Car Committee.

### **2. CONTROL AND ADMINISTRATORS**

- 2.1 The controllers of the Motorsport Historic Production Car Championship shall be Motorsport South Africa, (here after referred to as MSA), who have delegated control of the championship to MSA Northern Regional Committee and the MSA Historic Motorsport Commission, (hereafter referred to as MSAHMC). The MSA GCR's and SSR's which shall prevail in the event of conflict, must be read and understood in conjunction with these rules and regulations. The MSAHMC may delegate any or all of their control to a relevant MSA Registered Body.
  - 2.1.1 The promoters of this formula will be the Historic Production Car Club, a sub branch of the Historic Racing South Africa which is a branch of the Sports Car Club of South Africa.
- 2.2 The series will be administrated by the Historic Production Car Committee of three people who will from amongst themselves, elect:
  - 2.2.1 A Chairperson
  - 2.2.2 A Registrar
  - 2.2.3 A Technical Consultant
- 2.3 The duties of the committee, who shall be elected on an annual basis, shall be to:
  - 2.3.1 Propose regulations for the championship and MSA Historic Motorsport Commission (HMC) approval
  - 2.3.2 Create a series of races for eligible cars.
  - 2.3.3 Maintain a set of scores for the race series.
  - 2.3.4 Declare an annual Champion.
  - 2.3.5 Hold a monthly committee meeting in conjunction with a monthly noggin.
  - 2.3.6 Hold an annual general meeting.
  - 2.3.7 Maintain a list of approved cars.
  - 2.3.8 All members must be members of the Historic Racing South Africa.

### **3. VEHICLE ELIGIBILITY**

- 3.1 The championship is open to cars which comply with the current Motorsport South Africa Historic Production Car Technical Regulations.
- 3.1.1 The cut-off date of approved cars is at the discretion of the Historic Production Car Club committee and is agreed to be pre 1996.
- 3.2 All cars will be assessed for participation in the series by means of a Historic Technical Passport (HTP).
- 3.3 The HTP form is provided by MSA and must be completed by the entrant.
- 3.4 On approval of the MSA HMC the HTP will be returned to the entrant and the HTP MUST accompany the car to all race meetings.
- 3.5 Each approved car will be from time to time be checked for compliance. Any changes to the car which affect the compliance with the HTP must be advised and the HTP amended or reissued as is appropriate.
- 3.6 All competing cars must be in accordance with their HTP and any car found to differ will be permitted to race on an invitational basis but will not be able to score championship point or bonus points.
- 3.7 Each approved car will display an MSA / HMC Compliance decal at all times.

### **4. NUMBERS AND ADVERTISING ON CARS**

- 4.1 Only advertising material, as raced in the above formulas on the original car will be permitted, however, one A4 size advert may be placed on each side of the vehicle for additional sponsors. The bottom of the front windscreen needs to be kept open for a series sponsor
- 4.2 Should such advertising material not be placed on a competing vehicle or be in the specified position, that vehicle will not be allowed to compete until such time as the specified advertising material is placed on the vehicle and in the correct position.
- 4.3 The back ground for numbers needs to be the HRSA specific decal.
- 4.4 All competition numbers must comply with MSA requirements.

### **5. SAFETY SPECIFICATIONS**

- 5.1 Car preparations must comply with standing MSA regulations as specified in the MSA hand book.
- 5.2 Fire extinguishers or systems as per MSA hand book
- 5.3 Seat belts systems as per MSA hand book.

### **6. CHAMPIONSHIP REGULATIONS**

- 6.1 The championship is open to drivers holding a MSA licence and also being a member of the HRSA.
- 6.2 The championship will be run over 7 rounds.
- 6.3 Each round consists of two heats.
- 6.4 Each race must be a minimum of 30kms.
- 6.5 The grid for race one will be determined by qualifying and race two grid will be determined by the results of the overall race time of race one.
- 6.6 The start of each race will be a rolling start.

6.7 The races will be administrated as combined races with Pre 90 Saloon cars and race points shall be awarded to the class winners. The overall Historic Production Car Champion shall be declared at the end of the season provided there are more than 5 Competitors entered at each Championship event.

## **7. CLASS STRUCTURE**

7.1 Based on performance at various race tracks, the class allocation will be calculated on the following time brackets. As per the appendix of the Historic Saloon Cars:

7.2 The Historic Production Car Committee shall determine the class in which a new car/driver combination shall compete. This initial class allocation will be one class higher than where the HPCC believes the car/driver combination should compete. After two events, the class will be reviewed and the car/driver combination will be placed in the correct class. The HPCC Committee may decide which two events qualify for class review. If this initial class allocation occurs within two events of the start of the season, the competitor will have the right to apply to have the points re-calculated to score the car in the correct class. This re-scoring option, will only apply for the first two events of the season.

7.3 The HPCC shall have the right to change a competitor's class in their sole discretion at any time. Save in the case where the HPCC is of the view (in its sole discretion) that exceptional circumstances prevail, a class change to a higher class (Class A being the highest) will automatically take place, if during the same season a competitor, on any official lap at an event, whether in practice or a race, breaks his/her class time.

7.3.1 Times are as per pre 90's saloon cars class times.

7.4 The HPCC may review any class change at its discretion on written application by the competitor, supported by good reason, after two events have passed in which the competitor has participated.

7.5 A competitor may at any time apply to the HPCC in writing, supported by good reason, to change a vehicle from a higher class to a lower class. Should this class change be allowed, the competitor will immediately revert back to the original class should he/she break the new class time once in qualifying or any race.

7.6 All class changes shall be notified to the competitor in writing.

7.7 A competitor shall not be allowed to change a vehicle from one class to another without prior written HPCC permission.

7.8 Any competitor who has had his/her vehicle re-classified shall have the right, within 72 hours of being notified, to address the HPCC in writing objecting to the re-classification. After considering the views of the competitor, the HPCC shall have the right to change or abide by their decision.

## **8. GENERAL TECHNICAL SPECIFICATIONS**

8.1 All vehicles shall be fitted with the minimum of a MSA specified 6 point roll cage.

8.2 All cars will be fitted with an electrical cut-out switch that is able to be operated from both inside and outside the vehicle.

8.3 The responsibility to prove eligibility is that of the entrant of a Historic Production Car or a recreation vehicle at all times.