



TECHNICAL REGULATIONS FOR THE 2019 HISTORIC PRE-66 HISTORIC SALOON CAR AND PRE-66/68 SPORTS & GT CAR (161687/144)

PRE-66 HISTORIC SALOON CARS

CONTROL

These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Legends Saloon Car Committee (ZOC) for final publication by Motorsport South Africa. (MSA).

1. ELIGIBILITY

- 1.1.1 Historic Legends Saloon Cars are production saloon cars marketed before 31st December 1965.
- 1.2 The reference for eligible cars of the period will be SUN ON THE GRID.
- 1.3 Commercial advertising on cars is restricted and must conform to the branding style representative of the period.
- 1.4 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.
- 1.5 The responsibility to prove eligibility is that of the entrant at all times.

TECHNICAL SPECIFICATIONS

2. CHASSIS/BODYWORK

- 2.1 Chassis and chassis members must remain as originally manufactured and no lightening is permitted. Addition of material to strengthen the chassis and seam welding is permitted.
- 2.2 The bodywork must be complete and standard in shape and silhouette as produced by the vehicle manufacturer for the model in the period. No holes may be cut into front and rear valances and valances may not be removed. No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork.
- 2.3 Headlights, brake lights and rear indicators must be in working order.

3. INTERIOR AND GLASSWORK

- 3.1 Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.
- 3.2 Original dashboards must be retained but instrumentation is free. Door panels must remain but may be replaced with alternate material.
- 3.4 Carpets, under felt, sound deadening material, headlining, interior trim, front and rear parcel shelves, centre consoles, heaters, interior ventilation systems, front and rear passenger seats and boot compartment trim may be removed.
- 3.5 Drivers seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car.

4. SUSPENSION

- 4.1 The original type of suspension and steering must be retained and must mount on the original mounting points provided by the manufacturer. Suspension components may be modified providing that the standard dimensions are retained. Ball joints must be retained but the replacement of rubber suspension bushings with alternate material or rose joints is permitted.
- 4.2 Spring rates are free but the original type of spring must be retained, locate in the standard mounting points and carry the full weight of the car. In the case of coil springs it is permitted for one end of the coil to mount on the shock absorber spring platform providing regulation 4.5 is respected.
- 4.3 Beam axle cars may be fitted with a maximum of two anti-tramp rods and a pan hard rod or watts linkage.
- 4.4 Anti-roll bars and the mounting points are free of restriction.
- 4.5 Shock absorbers may be replaced but must be fitted to the original mounting points on the body and suspension. The upper mounting point of the McPhearson strut may be relocated within a 25mm radius of the original. Coil-over units are not permitted unless fitted as standard by the manufacturer.

5. BRAKES

- 5.1 Brake master cylinders and pedal box are free providing the brake pedal footplate remains within 100mm of the original.
- 5.2 Front and rear brakes may be upgraded from drums to discs but calipers are restricted to a maximum of four piston type units. Cars with a competition weight over 1500kg may use six piston calipers on the front.
- 5.3 Carbon type brake rotors and ABS systems are prohibited.

6. WHEELS & TYRES

- 6.1 Wheels comprise of the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.2 Bodywork.
- 6.2 Any period style wheel rim that has a diameter within one size either way of what was fitted as original equipment may be used. Class ZA and ZB cars that have a competition weight over 1500 kg are permitted to use 16 inch rims.
- 6.3 Tyres eligible for the series must be D.O.T. approved treaded tyres with the factory moulded tread pattern. Class ZA competitors are subject to a restricted maximum tyre size and number of new tyres per event as described in the Sporting Regulations for 2019.

7. ENGINES

- 7.1 Cars must use an engine produced by the vehicle manufacturer that conforms to the same basic configuration as the original engine of the period.
- 7.2 Engine configuration:
 - 1. Cylinders: In-Line - V - Flat
 - 2. Number of cylinders:

3. Camshaft position: Block or OHC

4. Number of valves per cylinder:

- 7.3 Block: The engine block must be the manufactures standard production or an aftermarket replacement for the original manufactured from the same material.
- 7.4 Cylinder heads: Cylinder heads must be the manufactures standard production or an aftermarket replacement for the original. Cylinder head material may be cast iron or aluminium.
- 7.5 Oil system: Dry sump systems are permitted.
- 7.6 Ignition: Electronic systems are permitted providing that the distributor and its function are retained.
- 7.7 Intake and exhaust manifolds are free.
- 7.8 Carburetion: Period type carburetors must be used and V8 engine cars are restricted to one four barrel carburetor.
- 7.9 Fuel Pumps are free.
- 7.10 The water pump must remain in the standard position be mechanically driven by the engine.
- 7.11 Flywheels are free providing the diameter of the ring gear remains the same as the original and the starter is located in the standard position.
- 7.12 All other engine modifications are free of restriction.

8. TRANSMISSION

- 8.1 The gearbox or transaxle must be either the original make and type or a substitute derived from a standard production car unit of the period.
- 8.2 Gear ratios are restricted to ratios available from the manufacturer of the gearbox in the period.
- 8.3 The gearbox or transaxle unit may not have more than five forward speeds.
- 8.4 The clutch and the method of operation are unrestricted.
- 8.5 The type and location of the rear axle must be retained.
- 8.6 Final drive ratios are free and any type of limited slip differential unit may be used.

9. GENERAL TECHNICAL SPECIFICATIONS

- 9.1 The engine, gearbox and rear axle must remain in the original position.
- 9.2 Minimum weight for original and exact replica cars may not be less than the homologated weight of the period car. Minimum weight for replica cars which conform to the current regulations may not be less than 10% below the manufactures stated kerb weight for the model raced. Minimum competition weight of class ZA cars is subject to Balance of Performance as described in the Sporting Regulations. The weight of all cars must be recorded in the HTP document.
- 9.3 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 9.4 All vehicles must be fitted with seatbelts that comply with MSA GCR 239 specifications.

- 9.5 Cars must carry a fire extinguisher (minimum 1.5kg) which must be accessible to the driver when strapped into the driver seat.
- 9.6 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 9.7 Tow hooks must be fitted to the front and rear of the car and clearly marked Tow.
- 9.8 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 9.9 Fuel must conform to the specifications as described in GCR 240.
- 9.10 Car preparation must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2019.

PRE 66/68 HISTORIC SPORTS & GT

CONTROL

These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Legends Saloon Car Committee (ZOC) for final publication by Motorsport South Africa (MSA).

South Africa had a National Sports Car Championship from 1964 ending in 1968. No new cars were imported into South Africa after 1966 hence the discontinuation of the series. Other than the allowances stated in these regulations cars must be as raced in the period. Specific emphasis will be on external styling, appearance and sound of the cars as raced. The reference for cars of the period eligible for the series will be SUN ON THE GRID.

1. ELIGIBILITY

- 1.1 Cars must comply with period classification ending 31st December 1967.
- 1.2 Chassis that were constructed as Sports car, GT car or purpose built Sports racing car are eligible.
- 1.1.3 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.
- 1.1.4 The responsibility to prove eligibility is that of the entrant at all times.

2. BODYWORK

- 2.1. The bodywork of the car must be totally representative of the car as raced in the period. South African manufactured replica cars must utilize bodywork approved by the HMC for competition which conforms exactly to their customer cars manufactured and sold before 31st December 2009. Special dispensation may be considered where the body was modified after 1966 e.g. Porsche 906 Spyder, Chevron B8, Lolette V8.
- 2.2 No aerodynamic components are permitted on the bodywork or on the underside of the car unless fitted to the car as raced in the period.
- 2.3 Headlights, brake lights and rear indicators must be in working order.

3. INTERIOR

- 3.1 Cars must retain an interior and dashboard representative of the period.
- 3.2 The driver's seat may be replaced with a modern style racing seat.
- 3.3 Windscreens and side windows may be replaced with polycarbonate (Lexan) but the front windscreen may not be less than 5mm thick.

4. SUSPENSION

- 4.1 Suspensions may be modified but the type must be based on the following:
 - Rear: Live axle, IRS or De-Dion as fitted to the original car in the period.
 - Front: Upper and lower wishbone or McPhearson strut may be utilized.
- 4.2 Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.
- 4.3 Shock absorber make and type are free.
- 4.4 Springs and spring rates are free.
- 4.5 Steering boxes may be replaced with a steering rack.
- 4.6 Power steering is permitted.
- 4.7 Wheel base and track for South African manufactured replica cars must conform to the manufactures specifications for the standard customer cars as sold before 31st December 2009.
- 4.8 Minimum ride height is 100mm.

5. BRAKES

- 5.1 Brake system modifications are free save that carbon type brake systems and ABS systems are prohibited.
- 5.2 Brake lights must be operational and operated only by the brake pedal.

6. WHEELS & TYRES

- 6.1 Period style wheel rims that have a diameter within one size either way of the original wheel may be used.
- 6.2 Wheels must be representative of the style of racing rims used in the period.
- 6.3 Wheel rim width is not restricted providing the wheel is covered by the fender when viewed from above and Regulation 2.1 Bodywork is respected.
- 6.4 Tyre tread width as stated by the tyre manufacturer is limited to a maximum of 9.0 inches / 225mm for front tyres and 10.0 inches / 255mm for rear tyres.
- 6.5 Only treaded tyres are eligible for the series and must have the standard factory moulded tread pattern.
- 6.6 Class A and B competitors must use the historic control tyre options which are subject to a restricted number of tyres per event as described in the Sporting Regulations for 2019.

7. ENGINES

- 7.1 Cars must use an engine of the same make and type as originally fitted by the vehicle manufacturer. If the original engine is not available application must be made to use an engine from an alternate manufacturer providing the basic configuration of the period engine is respected.
- 7.2 Engine configuration:
1. Cylinders: In -Line - V - Flat
 2. Number of cylinders:
 3. Camshaft position: Block or OHC
 4. Number of valves per cylinder:
- 7.3 The engine block must be the manufactures standard production or an aftermarket direct replacement manufactured from the same material as the original block of the period.
- 7.4 Cylinder heads must be the manufactures standard production or an aftermarket direct replacement for the original type of the period. Head material may be cast iron or aluminium.
- 7.5 Oil system: Wet or Dry sump systems may be used.
- 7.6 Ignition: Electronic systems are permitted providing that the distributor and its function are retained.
- 7.7 Intake and exhaust manifolds are free.
- 7.8 Carburetion: Period type carburetors and fuel injection systems only.
- 7.9 Fuel Pump: Any fuel pump/s may be used.
- 8.0 All other engine modifications are free of restriction.

8. TRANSMISSION

- 8.1 Any make and type of transmission may be used providing it is operated with an "H" pattern shift mechanism. No sequential type transmissions or shift mechanism is permitted.
- 8.2 The clutch and the method of operation is unrestricted.
- 8.3 Gear and final drive ratios are free and any type of limited slip differential may be used.

9. GENERAL SPECIFICATIONS

- 9.1 The engine, gearbox and rear axle must remain in the original position and the driver must be positioned either right or left of the centre line of the car as defined by the track.
- 9.2 Minimum weight for original and exact replica cars may not be less than the homologated weight of the period car.
- Minimum weight for replica cars which conform to the current regulations may not be less than 10% below the manufactures stated kerb weight for the model raced.
- Minimum competition weight of Class A cars is subject to Balance of Performance as described in the Sporting Regulations. The weight of all cars must be recorded in the HTP document.

- 9.3 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 9.4 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.
- 9.5 Cars must carry a fire extinguisher (minimum 1.5kg) which must be accessible to the driver when strapped into the driver seat.
- 9.6 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 9.7 Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)
- 9.8 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 9.9 Fuel must conform to the specifications as described in GCR240.
- 10. Car preparation must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2019.