



## 2017 NATIONAL TECHNICAL REGULATIONS PRE-90 SPORTS AND GT

### MSA NORTHERN REGIONS CIRCULAR NR58/17 (161075/144)

#### CONTROL

These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with Historic Racing South Africa (HRSA, the Administrators of the series) for final publication by Motorsport South Africa (MSA).

#### 1. ELIGIBILITY

- 1.1 Cars must comply with period classification ending 31st December 1989. Herein after referred to as “the period”
- 1.2 Chassis that were constructed as Sports car, GT car or purpose built Sports racing car are eligible.
- 1.3 Cars must have an authorized and valid MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.
- 1.4 The responsibility to prove eligibility is that of the entrant at all times.
- 1.5 Any aspect of a car not detailed as permitted is deemed not to be permitted.

#### TECHNICAL SPECIFICATIONS

##### 2. BODYWORK

- 2.1. The bodywork of the car must be totally representative of the car, from all angles, as raced in the period and must be representative of the car as originally manufactured and not as modified before the end of 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.
- 2.2 No aerodynamic components are permitted on the bodywork or on the underside of the car unless fitted to the car as manufactured by the original manufacturer in the period.
- 2.3 Gurney flaps fitted to the rear bodywork of Sports Racing Cars are limited to a maximum height of 2.5” (63.5mm). This is to be measured in the angled plane of the Gurney Flap, from the top point on the car’s original bodywork where the flap is mounted.  
Extending the car’s rear bodywork in any dimension will not be accepted.  
Gurney Flaps exceeding this measurement will only be accepted where an FIA Homologation document for the car in question clearly states a greater maximum dimension.
- 2.4 Headlights, brake lights and rear indicators where originally fitted must be in working order.
- 2.5 Notwithstanding Regulation 2.4, the sporting regulations detailing lighting requirements for races scheduled to run in darkness must be adhered to.

##### 3. INTERIOR

- 3.1 Cars must retain an interior and dashboard representative of the period. All instrumentation must be of the style of the period. No digital systems are permitted that replace the original style instruments. Warning lights are permitted.
- 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 providing the original type and one of the manufacturers' original mounting points per wheel on the chassis/body is retained.
- 4.2 Additional mounting points for the adding of roll bars, radius arms, tramp rods and Panhard bar may be fitted.
- 4.3 Shock absorber make and type are free but coil over units are not permitted unless fitted as standard by the manufacturer.
- 4.4 Spring rates are free but the original type of spring must be retained and one type may not be used to supplement another type.
- 4.5 Steering boxes may be replaced with a steering rack.
- 4.6 Power steering is permitted.
- 4.7 Suspension design for replica cars 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 McPherson strut may be utilized.
- 4.8 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.

#### **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 Wheel rim diameter may be increased by one size over the original wheel diameter fitted to the car in the period.
- 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 make and type are free of restriction.

#### **7. ENGINES**

- 7.1 Unless otherwise regulated below or as specified in Appendix 1 engines must be from the same manufacturer as in the original car in period and be of the same configuration as the original engine.
- 7.2 Engine configuration:  
Cylinders: In-Line - V - Flat - Rotary  
Number of cylinders:  
Camshaft/s position: Block - OHC  
Number of valves per cylinder:  
Number of rotors and port configuration:
- 7.3 Block: The engine block must be the manufacturers' standard production or an aftermarket direct replacement manufactured from the same material as the original block of the period.
- 7.4 Cylinder Head/s: Cylinder heads must be the manufacturers' standard production or an aftermarket direct replacement for the original type of the period. Head material may be cast iron or aluminium.
- 7.5 Intake and exhaust manifolds are free.
- 7.6 Oil system: Wet or Dry sump systems may be used.
- 7.7 Ignition: Electronic systems are permitted but programmable systems are prohibited.
- 7.8 Induction: Period type carburetors and fuel injection may only be used
- 7.9 Fuel Pump: Any fuel pump/s may be used.
- 7.10 All other engine modifications are free of restriction.
- 7.11 Turbocharged engines approved as an alternate for the original normally aspirated engine may not exceed the capacity of the original engine when actual turbo charged engine capacity is multiplied by 1.4.

**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. A maximum of 5 forward speeds is permitted.
- 8.2 The clutch and the method of operation are unrestricted.
- 8.3 Gear and final drive ratios are free and any type of limited slip differential may be used.

**9. GENERAL TECHNICAL 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 may not be less than the homologated weight of the period car. For non-homologated cars the minimum weight is the manufacturer’s kerb weight less 10%.  
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. Porsche 934 replica cars which are not turbocharged will be allowed to race at the weight of the Porsche 911 RSR 3.0.  
The weight of all cars must be recorded in the HTP document.
- 9.3 A Balance of Performance mechanism may be introduced at any time at the administrators discretion.
- 9.4 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 9.5 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.
- 9.6 Cars must carry a fire extinguisher as approved for use by MSA
- 9.7 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 9.8 Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)
- 9.9 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 9.10 Fuel must conform to the specifications as described in GCR240.
- 9.11 Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2014.
- 9.12 Cars registered as Pre-66/68 Sports & GT will be allowed to compete providing that they are registered as Pre-90 Sports & GT and conform to these regulations.