



CAPE HELL DRIVERS MOTOR CLUB

KAAPSE JAAGDUIWELS MOTORKLUB

2019 - 2020 SEASON CHD TAR OVAL CLUB CHAMPIONSHIP REGULATIONS (161968/144)

These Regulations are to be read in conjunction with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), the MSA Oval Tar Regulations (OT's) and any APPLICABLE Circulars issued by Motorsport South Africa (MSA).

1. CONTROLLERS

Will be the Cape Hell Drivers Motor Club (herein referred to as CHD) Committee.

2. AMENDMENTS

ANY proposed / desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Committee Meeting.

The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations. Technical changes to these Regulations **shall** be issued to competitors at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare a CHD Oval Tar Club Champion in each of the following Classes:

1660
2.1 Modified Saloons
Stock Rods
Pink Rods
Heavy Metals
Super Saloons
Mini
Midgets

4. REGULATIONS

All race meetings shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Rules, the MSA Oval Tar Regulations (OT's) and the Supplementary Regulations (SR's) issued by the Promoters / Organisers.





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5. ELIGIBILITY OF DRIVERS

- 5.1 The Championships shall be open to all drivers resident within the Western Cape and who are members of CHD.
- 5.2 For all classes (except the Mini Class) drivers must not be younger than 16 years of age.
- 5.3 For the Mini Class, drivers must not be younger than 10 years old and may not be older than 18 years old (without a legal driving licence) when joining the class. A competitor may remain in this class for the remainder of the season in which he / she turns 18.

6. ELIGIBILITY OF CARS

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod classes
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class
- Appendix G for Midgets

7. TYRES

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod classes
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class
- Appendix G for Midgets

8. MINIMUM NUMBER OF STARTERS

- 8.1 In order for all classes (except the Mini Class) to qualify for Club Championship status at each round, there must be a minimum of six (6) eligible starters during any race of that event.
- 8.2 In order for the Mini Class to qualify for Club Championship status at each round, there must be a minimum of five (5) eligible starters during any race of that event.
- 8.3 To be classified as a STARTER, a competitor has to cross the start line and start the race under the car's own power.





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9. RACE DISTANCE

Qualifying races shall be run over the following distances for all classes:

Minimum of 6 laps – maximum of 20 laps.

10. STARTING PROCEDURES

Starting procedures as per MSA National Tar Oval Regulations or as per the SR's for each event.

11. GRIDS AND STARTING POSITIONS

Heat 1	-	Draw
Heat 2	-	Pole invert
Heat 3	-	Most points pole
Final	-	Most points at the back

12. POINT SCORING

The following point scoring system will apply to all classes at Club events scoring towards the CHD Tar Oval Club Championship:

1 st	-	15 points	8 th	-	8 points
2 nd	-	14 points	9 th	-	7 points
3 rd	-	13 points	10 th	-	6 points
4 th	-	12 points	11 th	-	5 points
5 th	-	11 points	12 th	-	4 points
6 th	-	10 points	13 th	-	3 points
7 th	-	9 points	14 th	-	2 points
			15 th onwards	-	1 point

- Drivers competing in more than one class will score individually in each class and points gained in one class will not be combined with points scored in any other class.
- Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring in the Championship. The onus rests on the Organisers to indicate which competitors should not be scored, should this clause apply.
- Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive the points they would have been awarded had they competed in their appropriate classes.





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13. CHAMPIONSHIP RACE MEETINGS

All CHD races held at Killarney and listed as qualifying races in the SR's will count towards the Club Championship, each event will generally consist of 3 races and a final.

14. NUMBER OF EVENTS SCORING TOWARDS CHAMPIONSHIP

All qualifying events will score towards the Championship. Should a minimum of six (6) events with the required minimum number of starters take place, the Championship may still be declared.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available from the CHD Secretary no later than seven (7) working days following the event. Any objections concerning the scoring must be received by the Secretary in writing no later than 7 days following the publication of the scoring. The Controllers reserve the right to correct clerical errors at any time.

16. SEPARATION OF TIES OVERALL

Refer GCR229.

17. DECLARATION OF CHAMPIONS

The Controllers, at their sole discretion, are responsible for declaring the winners of each Championship class, or to withhold such declaration.

18. COMPETITION NUMBERS

Shall be allocated by the Controllers. Competition Numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA, in ALL regards.

19. DYNO PROCEDURE

- 19.1 All cars to be tested in 4th gear.
- 19.2 Doors of Dyno to remain open with safety chain in position to avoid crowding at the door.
- 19.3 Dyno runs can be done at any time during or after the last race of the event.
- 19.4 The only Dyno to be used for dyno tests is the Bosch Dyno at Fuelled at the Killarney International Racetrack.
- 19.5 Only the competitor (and parent in the case of a minor) as well as the authorized officials are allowed in the dyno room while testing is taking place.





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20. PUMP FUEL

Pump fuel will be defined as fuel with a maximum octane rating of 95.

21. PENALTY FOR BREACH OF TECHNICAL CLUB RULES

Should a driver be found in breach of a technical regulation(s) refer to OT 41.3.22 and 41.3.23 for penalties.





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APPENDIX A - 1660 CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please also refer to points 1 to 21 of this Circular.

Race direction will be clockwise.

A 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, with the exception of station wagons and panel vans which are prohibited.
- 1.2 LDV bodies may be used, with the following limitation which will not be negotiated: Any LDV body which can carry a maximum load of 650kg is permitted. It follows that the Golf Caddy being the maximum which can be used.
- 1.3 Front and rear wheel drive vehicles are permitted.
- 1.4 Bodywork must be centrally placed on the chassis; it may not be offset.
- 1.5 Any drive train, cooling, axle or brake component may be used provided the donor vehicle complies with the type of car or body.

A 2. SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under the MSA GCR Handbook and MSA Tar Oval Construction Regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and differential plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

A 3. GENERAL RACING MODIFICATIONS

- 3.1 Flywheels may be lightened and cast flywheels may be replaced with steel or aluminium flywheels.
- 3.2 No flex plates are permitted.
- 3.3 The following items are free:
 - 3.3.1 Pulley sizes;
 - 3.3.2 Pistons and piston rings sizes (no race forged pistons allowed);
 - 3.3.3 Connecting rods from various road going models are permitted. Balancing will be permitted for that purpose only;
 - 3.3.4 Crankshafts from various road going models are permitted;
 - 3.3.5 Compression ratios;
 - 3.3.6 Bore and stroke ratios;





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- 3.3.7 Valve and tappet covers are free with the condition that the cover does not form part of the valve train;
- 3.3.8 Sumps are free in respect of volume and design;
- 3.3.9 Fuel pumps are free with regards to operation and capacity;
- 3.3.10 Camshaft profiles are free as long as the number of lobes and their location are not altered;
- 3.3.11 Flexible engine mountings may be made solid;
- 3.3.12 Fuel pressure regulators;
- 3.3.13 Dellorto and Weber carburetors parts may be interchanged;
- 3.3.14 Induction and ram tubes;
- 3.3.15 Pressure plates and clutches are free.
- 3.4 Dry sump systems are not permitted.
- 3.5 The method of camshaft drive may not be changed.

A 4. IGNITION / ENGINE MANAGEMENT

- 4.1 Any standard distributor may be used.
- 4.2 A standard electronic ignition may be fitted.
- 4.3 Any local management system may be used for fuel and ignition management (Dicktator, Spitronic, Mr Turbo, Gotech etc).
- 4.4 A MSD Spark Booster may be fitted to engines using carburetors and distributor type ignitions.

A 5. THE FOLLOWING ITEMS IN PARTICULAR ARE PERMITTED

- 5.1 Electronic water pumps.
- 5.2 Roller rockers.

A 6. ROLL CAGE

Refer to T & C Regulations.

A 7. BUMPERS

- 7.1 No external **steel** bumpers are permitted. Refer to internal bumper regulation.
- 7.2 Internal bumper construction refer MSA Tar Oval Construction Regulations.
- 7.3 No piping to protrude outside of bodywork.





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A 8. BRAKES

- 8.1 Restricted to 4/2 and single pot calipers from road going vehicles only.
- 8.2 Master cylinders are free.
- 8.3 Aftermarket pedal boxes may be used.

A 9. CAR CONSTRUCTION

- 9.1 Refer to the MSA Tar Oval Construction Regulations.
- 9.2 No engine offset is allowed.

A 10. DIMENSION AND WEIGHTS

- 10.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance permitted.
- 10.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers' prescribed specifications; and
- 10.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 10.4 Maximum length and width of the vehicle shall include the wing.
- 10.5 Maximum length of the vehicle is 5000mm.
- 10.6 Maximum width of the vehicle is 2000mm.

A 11. ENGINE

- 11.1 The use of an engine originating from another model manufactured by the same manufacturer or the use of an engine from another manufacturer shall be permitted, provided that such engine complies with the criteria set out.
- 11.2 Engines utilized, will only be permitted, if the vehicle originated from South Africa;
- 11.3 No multi-valve engines – engines shall be restricted to 8 valve.
- 11.4 Any 3 or 4 cylinder 4 stroke piston with 2 valves per cylinder.
- 11.5 Maximum 1660cc.
- 11.6 No turbo or super charging allowed, (forced induction).
- 11.7 Fuel injection systems are permitted and may be used with a local management system. The throttle body may not exceed 70mm. The Plenum design is free. Injectors are free.
- 11.8 Side draft carburetors may NOT exceed 40mm. Choke tubes' sizes are free.
- 11.9 Individual throttle bodies (4) are permitted and may not exceed 43mm in size.
- 11.10 Cylinder head from other models may be used.
- 11.11 A modification to the engine is free, unless stated elsewhere in the regulations.





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A 12. ENGINE POSITIONING: - REAR WHEEL DRIVE

- 12.1 The rear face of the engine is where the bell housing and the engine meet.
- 12.2 The rear face will not be more than 600mm back of the centre line of the front wheels.

A 13. EXHAUSTS

- 13.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
- 13.2 Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450mm, and be level or downward facing, measured from the top of the pipe to the ground.
- 13.3 Branches are permitted.

A 14. FUEL

- 14.1 Methanol, racing fuel and pump fuel is allowed, without enhancements.
- 14.2 Methanol lubricants may be used such as Castrol R40 or castor oil.
- 14.3 It is highly recommended that vehicles using Methanol have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting the extinguishers, preventing the dislodging thereof in an event of impact.

A 15. STEERING AND SUSPENSION

- 15.1 Only commercially available steering racks and steering boxes or quick ratio versions thereof as fitted to vehicles are permitted.
- 15.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 15.1 above or locally fabricated components.
- 15.3 Adjustable spring platforms may be fitted.
- 15.4 Competition springs are permitted.
- 15.5 The use of rose-type joints is permitted.
- 15.6 Only South African made Gabriel, Armstrong or Monroe shock absorbers may be used.
- 15.7 The total number of shocks permitted is 4, with one per corner.
- 15.8 No remote shock absorber reservoirs may be used.
- 15.9 Power steering is permitted.
- 15.10 Suspension may be designed with an offset.
- 15.11 A maximum of 5 links may be used on the rear suspension. Wish bone type suspensions are allowed on space frames or semi space frames. Front wheel drive space frame cars may only use a beam rear axle.





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A 16. TRANSMISSION

- 16.1 Only local differentials and gearboxes shall be permitted.
- 16.2 No straight cut boxes are permitted.
- 16.3 Gear ratios are free.
- 16.4 Only locked differentials permitted.
- 16.5 Limited slip differentials are not permitted.

A 17. WHEELS AND TYRES

- 17.1 Only Dunlop FM800 195 x 15 and Apollo 205 x 60 x 13 tyres are allowed.
- 17.2 Each competitor is limited to 8 tyres per Club season.
- 17.3 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 17.4 Damaged tyres may be replaced at the sole discretion of the senior scrutineer at championship events with similarly used tyres only.
- 17.5 Each competitor is responsible to ensure that the tyres are marked by the Scrutineer at the beginning of each event.
- 17.6 Skimming of tyres are strictly prohibited.
- 17.7 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 17.8 Tyres showing any degree of “canvas” or structural damage may not be used.
- 17.9 A maximum rim width of 8J is allowed.

A 18. WINGS

- 18.1 Wings are optional.
- 18.2 Wing designs, positioning and sizes are free with the following restrictions:
 - 18.2.1 Wing end plates may not exceed 500mm x 500mm and may be offset to each other.
 - 18.2.2 Wing may not protrude beyond the side of the vehicle.



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APPENDIX B - 2.1 MODIFIED SALOON CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please also refer to points 1 to 21 of this Circular.

Race direction will be clockwise.

B 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, with the exception of station wagons and panel vans which are prohibited.
- 1.2 LDV bodies may be used with the following limitations which will not be negotiated:
 - 1.2.1 Front and rear wheel drive vehicles are permitted.
 - 1.2.2 Bodywork must be centrally placed on the chassis, it may not be offset.

B 2. GENERAL SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under MSA GCR Handbook and MSA Tar Oval Construction Regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and differential plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

B 3. BUMPERS

- 3.1 No external steel bumpers are permitted. Refer to internal bumper regulation.
- 3.2 Internal bumper construction refer MSA Tar Oval Construction Regulations.
- 3.3 Only plastic or fiberglass bumpers not exceeding 3 mm thickness may be fitted externally for cosmetic purposes only.
- 3.4 No piping to protrude outside of bodywork.

B 4. BRAKES

- 4.1 Calipers are restricted to 4, 2 and single pot calipers.
- 4.2 Race type calipers are permitted.
- 4.3 Master cylinders are free.
- 4.4 Aftermarket pedal boxes may be used.



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B 5. CONSTRUCTION AND ROLL CAGE

- 5.1 Refer to MSA Tar Oval Construction Regulations.
- 5.2 No engine offset allowed.

B 6. DIMENSION AND WEIGHTS

- 6.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance allowed.
- 6.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers' prescribed specifications; and
- 6.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 6.4 Maximum length and width of the vehicle shall include the wing and aerofoil.
- 6.5 Maximum length of the vehicle is 5000mm.
- 6.6 Maximum width of the vehicle is 2000mm.

B 7. ENGINE AND MODIFICATIONS

Any engine may be utilized provided it fulfills the following class criteria:

- 7.1 A minimum of 500 units must have been sold in South Africa.
- 7.2 Limitations for 8 valve engines:
 - 7.2.1 Maximum 2100cc.
 - 7.2.2 No forced induction.
 - 7.2.3 Fuel injection systems are free. Individual throttle bodies not exceeding 48mm on 8v engines.
 - 7.2.4 No slide type throttle bodies are permitted.
 - 7.2.5 Carburettors limited to 48mm. Choke tube sizes are free.
 - 7.2.6 Cylinder heads are free.
 - 7.2.7 Dry sumps are permitted.
 - 7.2.8 Roller rockers are permitted.
 - 7.2.9 Modifications to the engine is free, unless stated elsewhere in the regulations.
- 7.3 Limitations for 16 valve engines:
 - 7.3.1 Restricted to 2L (plus 060) in standard form.
 - 7.3.2 Plenum free.
 - 7.3.3 Single throttle body (not exceeding 70mm).
 - 7.3.4 Management is free.
 - 7.3.5 Exhaust is free.
 - 7.3.6 Engine may be balanced.
 - 7.3.7 Cylinder head may be skimmed.
 - 7.3.8 Oil pump may be boosted.
 - 7.3.9 Sump may be modified to prevent oil surge.





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- 7.3.10 Dry sumps are permitted.
- 7.3.11 Oil restrictors may be placed in head or block.
- 7.3.12 Refer all further engine modifications to the controllers for written approval.
- 7.4 Engine positioning
 - 7.4.1 The rear face of the engine is where the bell housing and the engine meet.
 - 7.4.2 The rear face will not be more than 600mm back of the center line of the front wheels.

B 8. EXHAUST

- 8.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
- 8.2 Exhaust tail pipes passing out the sides of the vehicle may only do so at a maximum height of 450mm, measured from the top of the pipe to the ground.

B 9. FUEL

- 9.1 Methanol, racing fuel and pump fuel allowed.
- 9.2 Methanol lubricants may be used such as Castrol R40 or castor oil.
- 9.3 It is highly recommended that vehicles using Methanol have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting the extinguishers, preventing the dislodging therefor in an event of impact.

B 10. STEERING AND SUSPENSION

- 10.1 Steering racks are free.
- 10.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item B1.1 above or locally fabricated components.
- 10.3 Adjustable spring platforms may be fitted.
- 10.4 Competition springs are permitted.
- 10.5 The use of rose-type joints is permitted.
- 10.6 Shock absorbers are free but may have only one adjustment for either bump or rebound.
- 10.7 The total number of shocks permitted is 4, with one per corner.
- 10.8 No remote shock absorber reservoirs may be used.
- 10.9 Power steering is permitted.
- 10.10 Suspension may be designed with an offset.
- 10.11 A maximum of 6 links may be used on the rear suspension.
- 10.12 Independent rear suspensions are permitted.





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B 11. TRANSMISSION AND DRIVE TRAIN

- 11.1 Gearboxes are free.
- 11.2 Gear ratios are free.
- 11.3 Limited slip diff is allowed.
- 11.4 Flywheels are free.
- 11.5 Clutches and pressure plates are free.

B 12. WHEELS AND TYRES

- 12.1 Restricted to 205/60/13 Yokohama A048 semi slick tyres and Bridgestone 15 inch semi slick tyres only.
- 12.2 Under no circumstances may any name or size be buffed off from the tyre walls.
- 12.3 All tyres have to be presented for marking of tyres at scrutineering.
- 12.4 Each competitor is limited to 8 tyres per Club season.

B 13. WINGS

- 13.1 Wings are optional.
- 13.2 Wing designs, positioning and sizes are free with the following restrictions:
 - 13.2.1 Wing may not protrude beyond the sides of the vehicle.
 - 13.2.2 Wing end plates may not exceed 500mm x 500mm and may be offset to each other.



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APPENDIX C - STOCK ROD & PINK ROD CLASSES

The general rule of what is not specifically allowed is not permitted applies.

Please also refer to points 1 to 21 of this Circular.

Race direction will be clockwise.

INTRODUCTION

The Stock Rod and Pink Rod (ladies only) are entry level classes for standard sedans or coupe, 2 or 4 door body cars and LDVs which were manufactured with a 1600 engine or less. Front or rear wheel drive vehicles are permitted. All parts fitted to the car shall be used without any alterations and modifications i.e. as they come from a road going vehicle. Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

The main objective of these classes is to promote Oval racing in the most cost efficient way by means of using stock standard saloon cars with minimum alterations.

CHD is aware that many of the vehicles in these classes are of an age where it is not always possible to find spares within the regulations. In such instances competitors must submit a Written Application of Dispensation (WAP) to the Controllers. They will review this request and will provide approval in writing should the dispensation be approved. Each instance will be judged on merit.

The onus is on the Competitor to place this Dispensation approval in his license book and to present it when questioned. The Controllers reserve the sole right to make these decisions and Competitors who do not present a written Letter of Dispensation will be competing in a car that contravenes regulations.

C 1. CAR CONSTRUCTION

- 1.1 Only road going vehicles are permitted.
- 1.2 Space frame and semi space frame vehicles are not permitted.
- 1.3 Chassis and sub frame must exist in its entirety.
- 1.4 Repaired chassis may only be done with materials not exceeding 1 mm thickness.
- 1.5 Silhouette's to remain unaltered.
- 1.6 Wheelbase to remain standard. No wheel spacers are permitted.
- 1.7 Sunroof openings to be closed.
- 1.8 Bonnets may not be cut to accommodate air cleaners.
- 1.9 Firewall may be cut to accommodate the carburetor and exhaust system only.
- 1.10 Front grill plate may be reinforced by plating no thicker than 1 mm. A tubular brace, not exceeding 38x2mm, may run from the forward face of the strut tower towards a point behind the front grill plate, then pass between the upper section of the radiator and this grill plate before returning to the remaining strut tower. It may be attached to the grill





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plate by means of welding or with purpose-built brackets. This pipe MAY NOT be placed in front of this grill plate.

- 1.11 All interior trim must be removed.
- 1.12 Inner door panels may be removed.
- 1.13 Rear of car may be closed with plating to create separate compartment for the fuel tank.
- 1.14 Use of fiberglass panels for doors, fenders, bonnet and boot is permitted.
- 1.15 Wheel arch spats are permitted. These spats may not protrude more than 50 mm beyond the outside of the existing manufacturers wheel arch flares and may only be manufactured from fiberglass and must have rounded edges and ends.
- 1.16 Skirts are permitted. Skirts may not protrude beyond the width of the widest point of the wheel spat and may not have sharp or dangerous edges. Material may not exceed 38x2mm thick. Round tubular skirts are permitted provided they do not exceed a width of the spat and are rounded off towards the body at the back and front of the structure and are supported at only two points.
- 1.17 Fiberglass body repairs are permitted.
- 1.18 Top of wheels may not protrude beyond the spats when viewed from above.
- 1.19 Only ORIGINAL bumpers and original bumper stiffeners are permitted. Bumpers may be removed.
- 1.20 Engines must be mounted in original position.
- 1.21 Fuel tanks must be covered if they are not placed behind the "boot plate".
- 1.22 Fuel tank protector bar – refer to CR33.6
- 1.23 Boot lid must remain fitted.

C 2. ROLL CAGE AND FRAME

- 2.1 Roll cage refer to MSA Tar Oval Construction Regulations.
- 2.2 Full roll cage is to be fitted, may support rear of front strut tower, but not further than rear strut tower.
- 2.3 Strut braces are permitted between lower control arms and between strut towers.
- 2.4 Inner bumpers are allowed with collapsible space with gap between bumper and roll cage, or inner sleeve type without 6mm sheer bolts.

C 3. BRAKES

- 3.1 Brakes must remain standard.
- 3.2 No modified pedal boxes are permitted.
- 3.3 No ABS brakes are permitted.
- 3.4 No rear disk brake to be fitted unless they were standard for that model.
- 3.5 Cars with brake drums in front may be changed with a later model disc brake from the same Manufacturer.





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C 4. DIMENSION AND WEIGHTS

- 4.1 Weight of the car including the driver shall be a minimum of 800kg weight pre, during or post event with no tolerance permitted.
- 4.2 All dimensions and specifications must be according to the manufacturer's specifications as recorded by the Auto Data Digest unless there is proof of an error in the Auto Data Digest.

C 5. ENGINE

- 5.1 Engines may not exceed 1660 cc after reboring to maximum manufacturer specification.
- 5.2 The engine make must match the vehicle type i.e. Nissan engine in a Nissan body.
- 5.3 Bore and Stroke must resemble original Manufacturers spec with max 060' allowed in bore size discrepancy.
- 5.4 Flywheels from other models of the same Manufacturer may be utilized.
- 5.5 Cylinder heads may only be used in combination with the block as per original Manufacturers spec. Pistons in 1400/1500 cc Nissan engines may be changed provided the replacement piston is from a road going vehicle, does not exceed 060' of original Nissan engine Manufacturers specification and remains standard apart from being balanced.
- 5.6 Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules as aftermarket systems.
- 5.7 Ignition must not be programmable.
- 5.8 Carburetion can be altered to a maximum of 38 DCD Weber; by fitting an aftermarket adapter between the carburetor and the intake manifold.
- 5.9 No SU Carburetors are permitted, except in the 1275 Leyland Mini.
- 5.10 Fuel injection heads are permitted.
- 5.11 Camshafts are free.
- 5.12 Vernier camshaft pulleys are not permitted.
- 5.13 Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted.
- 5.14 Intake manifolds are to remain standard.
- 5.15 No aftermarket manifolds are permitted and an adapter plate between carburetor and intake manifold is permitted.
- 5.16 No adapter plates may be used between the cylinder head and intake manifold.
- 5.17 Sandwich plates between the cylinder head and inlet manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal the injector mounting grooves.
- 5.18 Intake and exhaust ports on cylinder head are to remain standard.
- 5.19 No port matching is allowed.
- 5.20 No air intake ducting allowed.





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- 5.21 Electric water pumps are not allowed.
- 5.22 Flex plates are not allowed.
- 5.23 Flywheels are to remain standard.
- 5.24 Aftermarket ignition systems are not allowed.
- 5.25 Balancing of engine parts is allowed. Crankshafts are to remain standard.
- 5.26 Three angle valve seats are permitted.
- 5.27 Valves must be completely standard including size and length.
- 5.28 Only standard valve springs are allowed.
- 5.29 Valve guides must be standard.
- 5.30 Head bolts may not be cut down and additional washers may not be added.

C 6. EXHAUSTS

- 6.1 Branches are permitted.
- 6.2 Effective silencers are compulsory.

C 7. FUEL

Only pump fuel is permitted (ethanol is excluded).

C 8. STEERING AND SUSPENSION

- 8.1 Only commercially available steering racks and steering boxes are allowed, but are to remain standard to the vehicle, without modifications.
- 8.2 No quick ratio versions are allowed.
- 8.3 Suspension may be altered but only to the left front wheel (top or bottom, but not both) but may not be adjustable.
- 8.4 No adjustable shock absorbers are allowed.
- 8.5 Only Gabriel, Armstrong or Monroe shock absorbers are allowed if the original shock absorbers are replaced.
- 8.6 Rear suspension must remain standard but can be lowered by heating or cutting of the springs (Mini may cut down the cones only).
- 8.7 LDV's and rear wheel drive vehicles can make modifications on the rear springs.
- 8.8 Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower the vehicle.
- 8.9 Competition springs and lowering kits are NOT permitted.
- 8.10 On driver's side, a 125mm block must pass under the skirt, excluding the lip edge, from end to end; with the Competitor in the vehicle.





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C 9. TRANSMISSION

- 9.1 Only standard gearboxes as factory fitted are allowed.
- 9.2 For front wheel drive vehicles, a gearbox of the same make and brand can be interchanged e.g. A VW Golf gearbox can be fitted to a VW POLO or vice versa but only to accommodate ratio problems.
- 9.3 For rear wheel drive vehicles, the gearbox can be interchanged (Ford to Ford if it is a straight fit, no adapter plates may be used).
- 9.4 No limited slip differentials are allowed. Lock differential by welding only.

C 10. WHEELS AND TYRES

- 10.1 Only Dunlop FM 800 195x15 tyres are allowed.
- 10.2 Each competitor is limited to 8 tyres per Club season.
- 10.3 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 10.4 Damaged tyres may be replaced at the sole discretion of the Chief Scrutineer at championship events with used tyres only.
- 10.5 Each competitor is responsible to ensure that the tyres are marked by the Scrutineer at the beginning of each event.
- 10.6 Skimming of tyres is strictly prohibited.
- 10.7 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 10.8 Tyres showing any degree of "canvas" or structural damage may not be used.
- 10.9 A maximum rim width of 8J is allowed.

C 11. WINGS

Wings are not permitted.

C 12. RESTRICTOR PLATE

- 12.1 A compulsory restrictor plate measuring 19/23mm with a maximum of 3mm thickness must be fitted between the carburetor and the inlet manifold on front wheel drive vehicles only (Official Supplier: Motodrive).
- 12.2 An adaptor plate between carburetor and intake manifold is permitted with a maximum thickness of 20mm. The design of the adaptor plate is free within the specified maximum size.
- 12.3 Each restrictor plate will be tested in the presence of the Competitor using a 19.05mm and 23.05mm 'no go' gauge.



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- 12.4 It will be seen as a technical infringement when any Competitor is found competing with a restrictor plate that is not registered to them (name and number) or who fails to race with a restrictor plate. For penalty refer to OT 41.3.22 and 41.3.23.

APPENDIX D - HEAVY METAL CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please refer to points 1 – 21 of this Circular.

Race direction will be anti-clockwise.

D 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any car or LDV (bakkie) that came out with a 6 cylinder engine will be permitted. Left hand drive vehicles will not be permitted.
- 1.2 The make of the engine and the make of the car must be the same.
- 1.3 Only original road going vehicles will be allowed. Only front fenders, bonnets, boot lids, bumpers and doors may be replaced with fibre glass panels.

D 2. SAFETY

- 2.1 Non-contact racing class.
- 2.2 All vehicles must comply with the MSA Tar Oval Construction Regulations.
- 2.3 Sump, gearbox and diff plugs are to be wired and all vehicles must have a drip tray fitted underneath the engine.
- 2.4 Wheel / body protectors may be fitted. Only a single pipe (38 x 2mm) or steel plate (max 2mm) on sill height will be allowed with a maximum of 3 mounting points. The wheel / body protectors may not protrude the wheels.
- 2.5 Cars not complying with safety regulations will not be allowed to race, no exceptions.

D 3. BRAKES

- 3.1 Only factory fitted brake systems will be permitted. No aftermarket master cylinder allowed.
- 3.2 A brake bias / tap may be fitted to the brake lines going to the rear wheels.
- 3.3 No ABS is allowed.

D 4. CAR CONSTRUCTION

- 4.1 Front and rear wheel drive cars are permitted.
- 4.2 Front wheel drive cars may not be converted to rear wheel drive cars or vice versa.
- 4.3 No 4x4 or all-wheel drive cars are allowed.



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- 4.4 All four wheels of the vehicle must fit within the body of the vehicle, which in turn must comply with the general dimensions of the vehicle.
- 4.5 Firewall may not be altered.
- 4.6 Radiators must be in its original position.

D 5. WEIGHTS

Weight of the car including the driver shall be a minimum of 1100kg weighed pre, during and post event with no tolerance permitted.

D 6. ENGINE

- 6.1 Any 6 cylinder engine will be permitted.
- 6.2 A maximum engine output of 150kW on the flywheel is allowed on all engines and can be tested at any time. (Refer to the Dyno procedure in point 19 of this circular)
- 6.3 Only a standard after-market management system may be used on all engines. Engine management may only be able to load one map. (Dictator, Spitronics and Gotech management systems)
- 6.4 100% full throttle operation.

D 7. EXHAUSTS

Branches are allowed on all engines.

D 8. FUEL, FUEL MANAGEMENT AND CARBURETION

Racing and pump fuel allowed, no Methanol or Ethanol is allowed.

D 9. SUSPENSION

- 9.1 Shocks can be interchanged as long as it is a shock that was originally fitted to a commercially sold vehicle. The original mounting points on shock, body and suspension to stay standard. (Max Trax shocks are the only exception to this rule).
- 9.2 Suspension components may not be interchanged i.e. 3 series BMW parts may not be fitted to a 5 series BMW, etc.
- 9.3 Only front adjustable coil overs are allowed.
- 9.4 The wheelbase of the vehicle may not vary more than 30mm from left to right.
- 9.5 Suspension may be altered but only to the left front wheel (top or bottom, but not both) but may not be adjustable.

D 10. TRANSMISSION

- 10.1 Only standard gearboxes may be used.





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- 10.2 Differentials may be locked but no limited slip differentials or locker differentials are allowed.
- 10.3 Diff ratios are free.

D 11. WHEELS AND TYRES

- 11.1 Only Dunlop FM 800 195x15 tyres are allowed.
- 11.2 Only one tyre profile allowed on a vehicle.
- 11.3 Tyres to a maximum of 15" x 205 are allowed. Rims, refer to CR4.3 (may not be wider than the contact surface of the tyre).
- 11.4 All tyres must be presented and marked at scrutineering.
- 11.5 Each competitor is limited to 8 tyres per Club season.
- 11.6 A maximum rim width of 8J is allowed.

D 12. WINGS

- 12.1 No wings are permitted.
- 12.2 No boot spoilers are permitted.
- 12.3 No "NASCAR" lid type, boot spoiler or a wing are allowed.

D 13. PENALTIES

- 13.1 The dyno can be run at any given time irrespective of weather conditions.
- 13.2 For penalties refer to OT 41.3.22 and 41.3.23



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APPENDIX E - SUPER SALOON CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please refer to points 1 to 21 of this Circular.

The race direction is anti-clockwise.

E 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full framed version may be used. Station wagons and Panel Vans are prohibited.
- 1.2 LDV's bodies may be used with a 1 Ton max capacity.
- 1.3 Front and rear wheel drive vehicles are permitted.
- 1.4 Bodywork must be centrally placed on the chassis, it may not be offset.
- 1.5 Any drive train, cooling, axle or brake component may be used.
- 1.6 Cars can be converted from right hand drive to left hand drive.

E 2. GENERAL SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under race regulations and MSA Tar Oval Construction Regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and diff plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

E 3. ENGINE

- 3.1 Any modification may be made to engine and gearbox.
- 3.2 Only six (6) and eight (8) cylinder engines with a maximum of 410 cubic inch.
- 3.3 Turbo chargers and super chargers are free.
- 3.4 Flywheels and clutches are free.
- 3.5 Car must be self-starting.
- 3.6 Alternators and charging systems are free.

E 4. ENGINE POSITION

- 4.1 Mid mounted engines are not permitted.





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- 4.2 Rear face of the engine, where the bell housing and engine meet, will not be more than 1000mm back of the centre line between the front wheels.

E 5. BRAKES

- 5.1 Brakes on all four (4) wheels are compulsory and in working condition.
- 5.2 No ABS or electronic driving aids permitted.
- 5.3 Brake balancing permitted.
- 5.4 Aftermarket brake calipers may be used – total pods per caliper are free.
- 5.5 Multiple calipers are permitted.
- 5.6 Aftermarket pedal box may be used.
- 5.7 Brake master cylinders are free.

E 6. CONSTRUCTION AND ROLL CAGE

- 6.1 Refer to MSA Tar Oval Construction Regulations.
- 6.2 No engine offset is allowed.

E 7. DIMENSION AND WEIGHTS

- 7.1 6 Cylinders minimum of 950kg including the driver.
- 7.2 6 Cylinders with turbo chargers, minimum of 1000kg including the driver.
- 7.3 8 Cylinders minimum of 1050kg including the driver.
- 7.4 Maximum width 2200mm.
- 7.5 Maximum wheel base 2900mm.
- 7.6 All four (4) wheels must fit within the body of the vehicle.

E 8. CARBURATION AND FUEL PUMPS

- 8.1 Fuel injections are permitted.
- 8.2 Carburetors are free.
- 8.3 No slide throttles are permitted.
- 8.4 Fuel pumps are free.

E 9. EXHAUST

- 9.1 All piping shall be secured with saddles to prevent exhaust pipes from coming free in the event of it breaking off.



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- 9.2 Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450mm, measured from the top of the pipe to the ground and must be level or face downwards.
- 9.3 Branches are free.
- 9.4 Exhaust must have silencer and must comply with noise level restriction of 108 decibels.

E 10. FUEL

- 10.1 Methanol, racing fuel and Pump fuel is allowed. No enhancements.
- 10.2 Methanol lubricants may be used such as Castrol R40 or Castor Oil.
- 10.3 It is highly recommended that vehicles using Methanol have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting the extinguishers, preventing the dislodging thereof in an event of impact.

E 11. STEERING AND SUSPENSION

- 11.1 Steering racks and steering boxes are free, quick ratio versions may be used.
- 11.2 Suspension design is free.
- 11.3 Shocks are free.
- 11.4 Competition springs are permitted.
- 11.5 Rose joints are permitted.
- 11.6 Only four (4) shocks are permitted – one per corner.
- 11.7 Suspension may be designed with an offset.

E 12. BUMPERS

- 12.1 Original steel bumpers permitted on original steel body cars.
- 12.2 Internal bumpers on space frames – refer MSA Tar Oval Construction Regulations.
- 12.3 Only plastic or fiberglass bumpers not exceeding 3mm thickness may be fitted externally for cosmetic purposes only, no steel reinforcing permitted.
- 12.4 No piping to protrude outside of bodywork.

E 13. WHEELS AND TYRES

- 13.1 Tyres are open.
- 13.2 Rim sizes from 13" up to 16".
- 13.3 Each competitor is limited to 8 tyres per Club season.

E 14. WINGS

- 14.1 Wings are optional.
- 14.2 Wing designs, positioning and sizes are free with the following restrictions:





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- 14.2.1 Wing may not protrude beyond the sides of the vehicle.
- 14.2.2 Wing endplates may not exceed 500 x 500mm and may be offset to each other.

APPENDIX F - MINI CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please also refer to points 1 – 21 of this Circular.

Race direction is clockwise.

F1. CAR CONSTRUCTION (MINI'S)

- 1.1 Only a Mini body like those that was sold in SA between 1960 & 1985 may be used in its standard form.
- 1.2 Fiberglass bonnet and bootlid is optional.
- 1.3 Fiberglass skin over the rest of the body except the roof is allowed for cosmetic reasons only, but panels to stay intact and not to be lightened.
- 1.4 All body parts to remain standard and only the doors may be cut on the inside to fit the sissy bars.
- 1.5 All doors to remain operational. Flap type opening on both sides are permitted.
- 1.6 Wheels must be covered by body panels. Radiators shall be mounted within the engine compartment of vehicles.
- 1.7 No onboard radiator spraying equipment is permitted.
- 1.8 Radiators – 2 x mini heater radiators allowed.
- 1.9 Aftermarket radiators can be used with original fan. Electric fans are allowed.

F 2. CAR CONSTRUCTION (UNO'S)

- 2.1 Only the UNO 1100 may be used. The original engine mountings must be strengthened.
- 2.2 Fiberglass bonnet and boot is optional.
- 2.3 A thrust mounting may be added.
- 2.4 Radiators shall be mounted within the engine compartment of vehicles.
- 2.5 No onboard radiator spraying equipment is permitted.
- 2.6 Radiators – 2 x mini heater radiators allowed.
- 2.7 Aftermarket radiators can be used with original fan. Electric fans are allowed.

F 3. ROLL CAGE AND FRAME





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- 3.1 Roll cage refer to MSA Tar Oval Construction Regulations.
- 3.2 Full roll cage to be fitted, may support rear of front strut tower, but not further than rear strut tower.
- 3.3 Sissy bars and external bumpers are compulsory.
- 3.4 Bumpers will be for protection purposes of young drivers only.
- 3.5 Bumpers to be mounted to roll cage with 10 degree "weakening bend" 200mm from bumpers.
- 3.6 Bumper thickness 38 x 2mm. Only 4 mounting points are allowed.
- 3.7 All cars need to adhere to safety regulations. If not, car will not be allowed to race. No exceptions.

F 4. BRAKES

Effective braking is mandatory on all 4 wheels. No brake bias is allowed.

F 5. DIMENSION AND WEIGHTS

Minimum weight Mini: 650kg including driver.

Minimum weight Uno: 750kg including driver.

F 6. ENGINE

- 6.1 Mini engines are open with the following exceptions:
 - 6.1.1 Bore 73 maximum from a road going car or LDV may be used
 - 6.1.2 Stroke 69,85 maximum (1100)
 - 6.1.3 kW 40 maximum
 - 6.1.4 Torque 100 maximum
- 6.2 Uno engines are open with the following exceptions:
 - 6.2.1 Bore 70 + 40 thou maximum
 - 6.2.2 Stroke 72 maximum (1100)
 - 6.2.3 kW 45 maximum
 - 6.2.4 Torque 100 maximum
- 6.3 Any 73mm pistons from a road going car or LDV may be used in a Mini engine.
- 6.4 The standard clutch assembly & gearbox and flywheel are to be used.
- 6.5 The engine is to remain in its original position.
- 6.6 A Mini S.U. (37/38) side draft may be used in standard form (1 and a half inch – single).
An original Uno carburetor to be used on an Uno engine.
- 6.7 Air cleaners are optional. No air routing or air induction is allowed.
- 6.8 100% Full throttle operation.
- 6.9 Only an original Mini distributor may be used. It may be changed to electronic. (Motor drive, KB Turbo's).





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- 6.10 No electronic management systems are allowed.
- 6.11 Cars are not allowed to produce more than 40Kw & 100Nm torque measured on the flywheel. No car is allowed to exceed the limits as specified in 6.1 and 6.2. Torque will be tested on the flywheel.
- 6.12 The crankshaft may not be stroked.
- 6.13 Sump, gearbox and diff plug are to be wired and all vehicles will have a drip tray fitted underneath the engine.
- 6.14 All drivers to produce a dyno sheet before the start of the season.

F 7. EXHAUSTS

- 7.1 Exhaust systems are free.
- 7.2 Maximum – 108 Db.

F 8. FUEL

Only pump fuel is permitted (ethanol is excluded).

F 9. STEERING AND SUSPENSION

- 9.1 No rose-type joints are allowed. No alterations / modifications to wishbones or shock mounting.
- 9.2 Any Monroe / Armstrong / Gabriel shocks are allowed. Shocks must be used in Standard form as it was fitted to an original Mini / Uno.
- 9.3 No spacers on wheels or behind bearings allowed.
- 9.4 The front left lower control arm may be extended with 10mm.
- 9.5 No lowering of suspensions will be allowed & only the original mounting points will be allowed. No sims / spacers allowed between the sub frame and chassis mountings.
- 9.6 No shims / spacers between the lower control arms and sub frame.
- 9.7 No alterations / modifications may be made to the sub frame or any part of the suspension except as per item 9.4 above.
- 9.8 Wheel studs can be up to 14mm.
- 9.9. Uno only
 - 9.9.1 Golf MK1 rear springs can be used to alter original front strut spring locator.
 - 9.9.2 Original front strut spring locator may be altered to accommodate Golf springs.
 - 9.9.3 Golf spring details:
 - Spring length unclamped - 200mm maximum
 - Spring outer diameter – 115mm maximum
 - Wire thickness – 13mm maximum
 - 9.9.4 Rear spring must be standard

F 10. TRANSMISSION





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- 10.1 No limited slip differentials are allowed.
- 10.2 Differential ratios may be changed. Locking is not allowed. Only standard Uno + Mini differential ratios may be used to suit different circuits.

F 11. WHEELS AND TYRES (MINI'S)

- 11.1 Any 145 SR 10" tyre may be used. No retreads.
- 11.2 A maximum rim width of 4 and a half J is allowed (4.5").
- 11.3 Only 10 inch steel or epoxy standard rims (trailer) may be used. On the rims the maximum dish offset measured from the outside of the rim to the bolt height of the dish may not be more than 70mm.
- 11.4 Only 1100 mini drums may be used (not with built in spacers).
- 11.5 No altering of rims is allowed.

F 12. WHEELS AND TYRES (UNO'S)

- 12.1 Tyres: Maximum width: 155mm x 13"
- 12.2 Only local street tyres that is available to the public at all times and that can be bought over the counter may be used.
- 12.3 Only standard drum brakes may be used on rear + Uno standard brakes front.
- 12.4 A maximum rim width of 4 and a half J is allowed (4.5").
- 12.5 Only steel or epoxy standard rims may be used. On the rims the maximum dish offset measured from the outside of the rim to the bolt height of the dish may not be more than 70mm.
- 12.6 No altering of rims is allowed.

F 13. WINGS

Wings are not permitted.



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APPENDIX G - MIDGET CLASS

The general rule of what is not specifically allowed is not permitted applies.

Please also refer to points 1 to 21 of this Circular.

Race direction is anti-clockwise.

G 1. GENERAL SAFETY

- 1.1 Non-contact racing class: no deliberate contact, bumping or shunting will be permitted.
- 1.2 Ensure that all joints in construction of the car and rollcage are welded properly.
- 1.3 Sump, gearbox and differential plugs are to be wired securely.
- 1.4 Fitment of coil spring retainers, preventing the spring from falling free or getting dislodged, is mandatory.
- 1.5 The retainer shall be constructed of a minimum of 2mm steel cable.
- 1.6 Minimum weight of the car (including driver) is 550kg.

G 2. BRAKES

- 2.1 **NO** ABS brakes or any other electronic driving aids are permitted.
- 2.2 Braking mechanism on at least three wheels is mandatory.

G 3. CAR CONSTRUCTION

- 3.1 Roll Cage:
 - 3.1.1 There will be a minimum clearance of 50mm between the driver's helmet and any part of the roll cage.
 - 3.1.2 Pipe of minimum 30mm in diameter with a wall thickness of 2mm to be used for construction of the roll cage.
 - 3.1.3 The roll cage must enclose the driver with a minimum of 4 down pipes and 2 cross braces.
 - 3.1.4 The chassis to be constructed of a minimum of 30mm tubular metal with a minimum wall thickness of 2mm.
 - 3.1.5 The use of chrome molly tubing is not permitted.





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3.1.6 It is optional for the cross bar (X) to be inserted above the driver's head.

3.2 Nerf Bars:

3.2.1 Must be fitted to both sides of the vehicle, bar size minimum of 30mm x 2mm.

3.2.2 Must be bolted on as per diagram using minimum 6mm and maximum 8mm bolts.

3.2.3 Must be designed to protect the full width of the rear tyre of the vehicle.

3.2.4 May not protrude more than 50mm beyond the rear wheel of the vehicle.

3.3 Front Bumpers:

3.3.1 Compulsory and must be constructed of pipe with a maximum measurement of 30mm x 2mm.

3.3.2 May not protrude beyond the width of the chassis at the front, neither may they protrude more than 150mm beyond a line drawn immediately in front of the 2 front tyres – a tolerance of 50mm shall be allowed.

3.3.3 Alloy bumpers and sissy bars allowed 38x3.

3.4 Rear Bumpers / Push Bars:

3.4.1 Maximum diameter of 30mm x 2mm is mandatory.

3.4.2 The mid bumper or push bar height shall be between 250mm and 400mm above the ground.

3.4.3 To be designed that they do not protrude more than 100mm from the nearest body component.

3.4.4 Mounting points may not exceed the width of the chassis at the rear.

3.4.5 The rear vertical element of the bumper shall mount to a solid point on the vehicle or the other vertical elements.

3.4.6 The nose cone and tailpiece to be constructed to all safety measures.

G 4. EXHAUSTS

4.1 All piping to be secured with saddles, preventing exhaust pipes from coming loose in the event of breaking off.

4.2 Exhaust tail pipes shall only pass through the back of the vehicle.

4.3 Maximum decibels of 108.

G 5. FUEL, FUEL MANAGEMENT AND CARBURETION

5.1 Fuel enhancements free.

5.2 8 Valves – methanol permitted only if the Midget is committed to the 16V class and races full time in the class.





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- 5.3 It is highly recommended that vehicles using Methanol have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting the extinguishers, preventing the dislodging thereof in an event of impact.
- 5.4 16 Valve – only pump fuel permitted.

G 6. STEERING AND SUSPENSION

- 6.1 Only solid axles permitted.
- 6.2 Independent suspensions are prohibited.
- 6.3 Front axle shall be a solid axle type, no wishbone system shall be permitted.
- 6.4 Steering mechanism shall be free, with the exception of motorbike handle bars that are not permitted.
- 6.5 Spring adjustments are permitted.
- 6.6 Only freely available, over the counter shock absorbers, i.e. Armstrong, Monroe and Gabriel shall be permitted. It follows that no competition shocks will be allowed, only standard shocks.
- 6.7 Gas shocks permitted within this range.

G 7. TRANSMISSION

- 7.1 Only live axle differentials are permitted.
- 7.2 Gearboxes are open.
- 7.3 Torque tube not permitted.
- 7.4 No quick change differential permitted.
- 7.5 Torque arm permitted.
- 7.6 No clutches permitted.

G 8. WHEELS AND TYRES

- 8.1 Tyre size maximum 15" width 205mm – inscription must read 205mm.
- 8.2 225 x 10" x 13" tyres only allowed for the front.
- 8.3 Hoosiers or American Racers or a combination of both is permitted.
- 8.3 Normal road tyres allowed.
- 8.4 Tyres must be freely available from any tyre dealer.
- 8.5 Tyres may not bear the inscription of "not for highway use".
- 8.6 Under NO circumstances may any names or sizes be buffed off from the tyre walls.
- 8.7 All tyres have to be presented at scrutineering.

G 9. WINGS

- 9.1 May not be wider than the tyre width and / or maximum 1300mm x 1300mm.





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- 9.2 End plates, maximum size 750mm x 1.7m (or 1.3m²).
- 9.3 In other words, wings are not permitted to be wider than the rear track of the vehicle measuring from the left to the right rear tyres, no overhang will be permitted.
- 9.4 All wings to be mounted with a minimum of 10mm bolts.
- 9.5 Nose wing shall not exceed 610mm x 610mm
- 9.6 Nose wing end plates shall be a maximum of 610mm x 300mm (height).

