



## **REGULATIONS AND SPECIFICATIONS FOR THE EASTERN CAPE REGIONAL HISTORIC CHAMPIONSHIP 2020** **(162108/144)**

### **1. CONTROLLERS**

The controllers of the championship will be Motorsport South Africa (herein referred to as MSA) Border Regional Committee in conjunction with the Eastern Cape Historic Series Sub Committee. The EC Historic Series sub-committee, will be appointed at the Border Historic Racing Car Register club. All championship events will be run under the auspices of Border Motor Sport Club, and the hosting club where applicable to races taking place at other circuits, in consultation with the EC Historic Series car sub-committee.

### **2. VENUE**

All championship rounds will be held at the East London Grand Prix circuit, with a minimum of one (1), or a maximum of two (2) away races.

### **3. AIM OF THE CHAMPIONSHIP**

To declare the overall Eastern Cape Regional Historic Series Drivers Champion and to announce the winners of the various classes.

### **4. VALIDITY OF THE REGULATIONS**

Applicable for the calendar year of 2020.

### **5. REGULATIONS**

All qualifying heats shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these Regional Regulations and the event Supplementary Regulations (SR's) issued by the promoters as well as any relevant Circulars issued by MSA.

### **6. ELIGIBILITY OF DRIVERS**

6.1 The Championship will be open to all drivers resident within the geographical area of the Eastern Cape Province of the Republic of South Africa.

6.2 All eligible drivers must be in possession of a current MSA Regional circuit racing competition licence valid for car racing, as appropriate.



## **7. INCIDENT REPORTS**

Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (see SSR 61).

## **8. ELIGIBILITY OF VEHICLES**

8.1 Historic racing cars as defined by the HMC technical regulations for 2020, in the following categories:

- a) Pre-80 Saloon cars
- b) Pre-90 Sports and GT
- c) Historic Group 1

8.2 Any additional Historic racing car category allowed under the auspices of the HMC, can be considered for approval to enter the EC Historic series by the EC Historic series sub-committee.

8.3 Cars must have a MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.

8.4 The responsibility to prove eligibility is that of the entrant at all times.

8.5 Before a vehicle will be permitted to compete in the Series, the competitor will be required to make a written application to the EC Historic Series sub-committee together with a photo of the car, upon which written permission will be issued stating the car is eligible for the EC Historic series.

### **8.6 Engines**

As per the HMC Technical Regulations for the respective categories.

## **TECHNICAL SPECIFICATIONS**

## **9. BODYWORK**

9.1 The exterior bodywork must remain in plan and profile, from all angles, exactly as produced by the vehicle manufacturer for the model in the period. No holes may be cut into front and rear valances (unless homologated) and valances may not be removed. Where any aftermarket body panels and aerodynamic aids are to be used, an authentic picture of the original car and the intended modification need to be submitted to the controllers of the series before the intended modification is done. The controllers reserve the right to disallow the intended modification at their sole discretion, should it not be deemed to be of the correct period.

9.2 Recreations may use the period correct aerodynamic spoilers, air ducts, scoops and blisters.

9.3 Replacement of original wheel arch interiors or transmission tunnels with box structures is not permitted, unless homologated.

9.4 The wheel arch fender pressing may be flared to a maximum of 50mm or a period type Group 2 wheel spat may be fitted to the appropriate car. For Group 4 & 5 cars, the period homologated wheel arch and width is permitted. The wheel arch extension must cover the upper third of the wheel when viewed from above.



9.5 Panels of a glass fiber and carbon fiber material, if approved on application to the controllers, may be used to replace metal panels, however the panel must be panel for panel from all angles the same as the original. Panels manufactured from other composite material are specifically excluded.

9.6 Bumpers and embellishers may be removed, but headlamps and rims, tail lamps and radiator grilles must remain as standard for the model.

9.7 Headlights, tail lights, indicators and stop lights must be in full working order.

9.8 Cars must be fitted with at least one internal mounted and one externally mounted rear view mirror.

## **10. TRANSMISSION**

10.1 The gearbox or transaxle must be the original make and type or a substitute derived from a standard production car unit with a maximum of five forward speeds.

10.2 Gearboxes and transaxle units must be mounted in the original position.

10.3 Rear axle casings are free but the original type may not be substituted for another and must remain in the original position.

10.4 Sequential shift mechanisms and traction control devices are prohibited.

10.5 The clutch and the method of operation are unrestricted.

10.6 Gear ratios and final drive ratios are free and any type of limited slip differential unit may be used.

10.7 Headlight units may be removed for day time racing only, but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.

## **11. GENERAL TECHNICAL SPECIFICATIONS**

11.1 Minimum weight for original and replica cars may not be less than the homologated weight of the period race car. Minimum weight for cars which conform to the current regulations may not be less than 10% below the manufactures stated kerb weight for the model raced. The weight of all cars must be recorded in the HTP document.

11.2 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.

11.3 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.

11.4 Cars must carry a fire extinguisher as approved for use by MSA.

11.5 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.

11.6 Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)



- 11.7 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 11.8 Fuel must conform to the specifications as described in GCR240.
- 11.9 In car timing devices other than the official transponder type are not permitted.
- 11.10 Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2020.
- 11.11 Data logging may not be functional on a Race weekend which includes Friday practice.

## **12. WHEELS & TYRES**

- 12.1 Wheels comprise the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.4 of the "NATIONAL TECHNICAL REGULATIONS FOR PRE-1980 HISTORIC SALOON CARS".
- 12.2 Any period style wheel rim that has a diameter within one inch either way of what was fitted as original equipment by the manufacturer.
- 12.3 Rim and tyre widths are free but must fit within the confines of the bodywork as described in Regulation 2.4 of the "NATIONAL TECHNICAL REGULATIONS FOR PRE-1980 HISTORIC SALOON CARS".
- 12.4 Tyres are free of restriction however relaxation has been granted to all Pre'84 Saloon cars that are currently permitted under 6.2 to run 15" rims. They will be permitted to run 16" rims with the following restrictions: Only the following locally available 16" tyres can be used:  
Avon : 23.5x10x16, 23.5x11x16, 25x12.5x16, 25x13.5x16  
Hoosier : 22x10x16, 23.5x11.5x16, 25x13x16  
Goodyear : 23.5x10.5x16, 25x13x16  
The brake disc size is limited to 310mm.  
No mixing of rim diameters is permitted.  
A 15" rim is permitted for cars that originally ran 13" rim.
- 12.5 V8 powered Saloons are allowed to run period looking 17" and 18" rims, with semi-slick tires in the size range of 225/45R17, to 295/35R18.

## **13. SUSPENSION**

- 13.1 Suspensions may be modified providing the original type and one of the manufactures original mounting points per wheel on the body is retained.
- 13.2 Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.
- 13.3 Shock absorber make and type are free and coil over units are permitted. Remote reservoir shocks are not permitted.
- 13.4 Spring rates are free but the original type of spring must be retained. Original spring type may be supplemented by the use of coil over type shock absorbers.



- 13.5 The original spring must be capable of supporting the weight of the car.
- 13.6 Steering boxes may be replaced with a steering rack.
- 13.7 Wheel base datum points must remain within 25mm of the standard specification.

#### **14. BRAKES**

- 14.1 Brake system modifications are free save that carbon type brake rotors and ABS systems are prohibited.
- 14.2 Brake lights must be operational and operated only by the brake pedal without a delay or other switching device.

#### **15. INTERIOR AND GLASSWORK**

- 15.1 Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.
- 15.2 Original dashboards must be retained and instrumentation is free but must be located in the instrument binnacle. (LCD digital instruments are not permitted). Door panels must remain however original material may be replaced with aluminium.
- 15.3 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.
- 15.4 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.

#### **16. CLASSES**

Competitors will be divided into the following classes (according to lap times at East London Grand Prix Circuit):

Class A	1 min 34.999 and below
Class B	1 min 35.000 – 1 min 39.999
Class C	1 min 40.000 – 1 min 44.999
Class D	1 min 45.000 – 1 min 49.999
Class E	1 min 50.000 – 1 min 54.999

No class break-outs will apply at the away races. Classes as determined at the East London Grand Prix circuit will be applicable to scoring the Championship at the away races.

- 16.1 Any new car / driver will be allocated to a class after their first race day. Any points scored will be credited to the competitor to the class in which he/she fits after the days racing. The onus is on the competitor to ensure that he/she is entered in the correct class on the day.



- 16.2 A driver who records a lap time of more than 0.10 second faster than the class cut-off times shown in 16 on one occasion, in any of the three racing heats, will be promoted and placed in an appropriate class according to the lap time with immediate effect, and applicable to all racing heats on the day.
- 16.3 A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.

## **17. DRIVER CONDUCT**

Refer SSR's 46 to 66 (where applicable).

- 17.1 At the discretion of the COC, SSR 50 i) i) (White Line Rule) may be implemented at any stage.
- 17.2 Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalized by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- 17.3 Any competitor who disadvantages another competitor by bumping said competitor's vehicle, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 17.4 The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking maneuver.
- 17.5 When attempting an overtaking maneuver coming into a turn, at the end of the braking area, the front bumper of the overtaking vehicle must be past the "B" pillar of the vehicle ahead before the entry to the turn.
- 17.6 If this is not the case then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner.
- 17.7 If the bumper of the overtaking vehicle is past the "B" pillar of the vehicle ahead, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit. Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.
- 17.8 At the discretion of the Clerk of the Course, all new drivers to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their vehicles for their first two or three race meetings.
- 17.9 The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of driver conduct issues, as per the following:
  - a) A driver receiving a yellow card will be given a 3 place grid penalty for each of the 3 races under yellow card conditions.



- b) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- c) A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following three (3) races (heats) forming part of the championship.
- d) A driver receiving a yellow card will be given a three (3) place grid penalty for each of the three (3) races under yellow card conditions.
- e) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on the left & right hand side of his / her race car at all times during the affected races, alternatively yellow ribbons will be attached to the vehicle under observation.
- f) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing, be issued with a red card.
- g) Should a competitor receive three yellow cards in one season, the Clerk of the Course reserves the right to issue the competitor with a red card.
- h) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
- i) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- j) 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await any additional footage (or other suitable evidence) which may be available after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
- k) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
- l) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214D.
- m) Yellow / red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalized accordingly depending on the severity of the offence.

## **18. CHAMPIONSHIP EVENTS, FORMAT, AND STATUS**

- 18.1 The events making up the championship are listed in the 2020 MSA Calendar. When more than one race / heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the EC Historic Series Championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in terms of combined race time for the heats, will be used to determine a winner for the purpose of trophies only.
- 18.2 The 2020 championship will consist of eight (8) rounds. Only seven (7) of the eight (8) rounds will count towards the 2020 championship, which means that any competitor can drop his/her worst scoring round, from counting towards the championship.
- 18.3 Each round in East London will consist of a minimum of three races or heats. Heats per round will consist of 3 x 6-lap heats. This may change at the "away" event or events as per their rules on the day.



- 18.4 The organizers reserve the right to host more than three races at any of the rounds to make up the minimum number of races for the year.
- 18.5 Should less than twelve (12) qualifying races/heats be held and scored during the season, the championship may be declared null and void by the Controllers.

## 19. **POINTS SCORING PER CLASS**

- 19.1 Points will be scored in each race for each class determined by the number of cars competing on the day in the specific class. The maximum number cars in class competing in any of the heats, will determine the points to be scored in all the heats on the day.

No of Competitors per class	Finishing position in a racing heat per class									
	1st	2nd	3rd	4th	5 <sup>th</sup>	6th	7th	8th	9th	10 <sup>th</sup>
	Points allocated									
4 to 10	10	9	8	7	6	5	4	3	2	1
3	9	8	7							
2	8	7								
1	7									

- 19.2 For starting of the first heat of the event, a driver will score 5 bonus points.
- 19.3 For completing the last heat of the event, a driver will score 5 bonus points.
- 19.4 For winning the class with the most competitors on the day, a driver will score 1 bonus point. Should drivers tie for winning the class with the most competitors on the day, no bonus point will be allocated.
- 19.5 There must be a minimum of twelve (12) eligible starters for 60% of the nominated championship events for the combined classes, for the race meeting itself to qualify for championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race / event itself Refer SSR 82 i).
- 19.6 In order to be classified as a finisher, a car must have completed not less than 67% of the distance of the race under its own power. The 67% shall be calculated by rounding off to the nearest lap.
- 19.7 Competing drivers who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards on the day (trophies).
- 19.8 Should a driver score points in a particular class and thereafter move up to the next class, he/she will only carry forward any points obtained to the overall championship and not to the class championship.





**20. QUALIFYING, STARTING & STARTING GRID**

- 20.1 The qualifying session will determine the starting grid for race 1.  
Fastest Lap in Qualifying = Starting position for Race 1.
- 20.2 At the ELGP - Finishing Position in Race 1 = Starting position for Race 2
- 20.3 At the ELGP - Finishing Position in Race 2 = Starting position for Race 3
- 20.4 Away races – The hosting club rules will apply to starting positions on the grid.
- 20.5 For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The fastest lap will determine the starting grid as above. The tire choice will be determined by the competitor, i.e. either wet weather tires or slicks.
- 20.6 Competitor does not post a lap time in qualifying or in Race 1:  
If a competitor does not post a lap time in Qualifying or Race 1, he / she will start at the back of his / her class.
- 20.7 Competitor does not finish Race 2:  
If a competitor does not finish Race 2, he/she will start at the back of his / her class.

**21. START PROCEDURE**

Rolling starts.

**22. SEPARATION OF TIES**

Any ties will be resolved in favor of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

**23. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

**24. DECLARATION OF POINTS AWARDED**

The MSA Border Regional Committee at its sole discretion, is responsible for declaring a winner of the championship, or to withhold such declaration.



**25. FUNCTION OF EC Historic Series Committee AS ORGANISERS**

The primary function of the “ECHSC” is to obtain and negotiate sponsorships for the above-mentioned championship, as well as organizing and promoting the events that make up the championship. The “ECHSC” takes full responsibility for organizing and facilitating the end of year prize giving and trophies. It is furthermore, the function of “ECHSC”, as organizers, to obtain sponsors for the categories as set out and to facilitate the payment of traveling/prize monies/trophies.

**26. AMENDMENTS**

The Controllers reserve the right to introduce new regulations and or amend the existing regulations. Any such amendment / addition to the regulations shall, however, only come into effect once it has been published in an official MSA circular. All additions / amendments will be published on the official notice board at the next event and circulated to all competitors at least seven (7) days prior to a race meeting.

**27. GENERAL**

It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers/riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.