



REGULATIONS AND SPECIFICATIONS FOR THE 2020 NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP (162042)

1. INTRODUCTION

- 1.1.** This category of Motorsport caters for Classic Cars introduced as indicated in the table below and that have been out of production for at least 10 years. All races are held on a Pursuit 'catch-me-if-you-can' basis as described below.

Class	Cut-off dates	
(F) - Fine Cars	A 25-year rolling cut-off measured on 31 December prior to the year of competition	
(MF) – modified Fine Cars	A 25-year rolling cut-off measured on 31 December prior to the year of competition	
(T) - Trophy Cars	Historic Saloons	Current year regulations
	Historic Sports and GT cars	Current year regulations

- 1.2.** For the sake of clarity, the Historic Pursuit Racing Challenge shall consist of 3 Championship Classes, namely: -

- 1.2.1.** Fine Cars – defined as road legal Production Saloon, estate cars, Sport and GT Cars, that are to OEM specifications, and
- 1.2.2.** Modified Fine cars – defined as road legal production Saloons, Estate cars, Sport and GT cars modified as described in rules below.
- 1.2.3.** Trophy Cars – defined as qualifying race prepared Production Saloon, Sport and GT Cars that are compliant to the relevant category regulations.

- 1.3.** All vehicles are to comply with the appropriate and specific Technical Regulations that need to be read in conjunction with the General Regulations.

- 1.4.** The final decision as to the eligibility of any vehicle and its period shall rest with the Historic Motorsport Commission (HMC) who shall appoint technical consultants or a technical committee for such a purpose.

- 1.5.** Any aspect of a car not detailed as permitted is deemed not to be permitted. (See GCR226).

2. ADMINISTRATORS & CONTROLLERS

- 2.1.** The controllers of Historic Racing in South Africa shall be Motorsport South Africa, (hereafter referred

to as MSA), through the HMC and the relevant MSA Regional Committee, who have delegated administration of the Historic Pursuit Racing Challenge in the Northern Region to Historic Racing South Africa (hereafter referred to as HRSA).

The HRSA has delegated the running of the Historic Pursuit Racing Challenge events to the Historic Pursuit Racing Committee (hereafter referred to as the club committee). The MSA GCR's and SSR's, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations.

3. ELIGIBILITY AND CLASSIFICATION

- 3.1.** Only cars that have been registered with and approved by the HMC, acting on behalf of MSA shall be eligible to compete in the Historic Pursuit Racing events.
- 3.2.** Drivers must hold a current and valid MSA licence that is applicable to the series.
- 3.3.** The final decision as to the classification of the vehicle shall rest with the HMC, who shall be entitled to make that decision at their sole discretion, following input from the club committee. Aspirant competitors are strongly advised to consult with the club committee regarding compliance with the Technical Specifications prior to starting their investment programme.
- 3.4.** No car shall be permitted to race in any Historic Pursuit Racing Challenge event unless approved by and registered with the HMC, administrators and the club committee.
- 3.5.** Competitors are required to complete a Historic Technical Passport (HTP) for every vehicle to be raced, and on which full details of engine, gearbox, suspension, wheel sizes, etc. and any other information required by the controllers and the HMC, shall be recorded. Once a vehicle has been accepted and approved by the technical consultant/technical committee, the HTP must be stamped and signed by a representative of the HMC, normally the TC. The approved HTP must be submitted to the MSA Sporting Co-Ordinator – Circuit and Karting for capturing on the database and the allocation of a unique HTP number. This HTP must then accompany the scrutineering logbook to be presented at every race meeting. Any changes made to the vehicle at any time throughout the year must be recorded in the HTP and approved by the TC and the committee.
- 3.6.** Before a vehicle is registered for the year, the HMC shall approve the vehicles in relation to
 - 3.6.1.** Compliance with the technical specifications as described in Clause 3.10 below,
 - 3.6.2.** The condition and general appearance of the vehicle. On satisfactory completion of the inspection a Historic Pursuit Racing Challenge Fine/Modified/Trophy class eligibility token will be provided which is to be displayed on the vehicle throughout the season.
- 3.7.** Any proposed change to the specification of the vehicle must be recorded on the HTP and submitted to the club committee for approval. Once approved, it shall be submitted to the technical consultant/technical committee for consideration.
- 3.8.** Any competitor whose vehicle is found to differ in specification from his/her HTP will be requested to make the necessary changes by the representative of the HMC. Non-compliant vehicles can be excluded from the race and will not be able to score points towards the championship. (see points 6.4.1 and 6.4.2 below)
- 3.9.** Should a competitor be requested in writing by the HMC to make any changes to the vehicle, including its appearance or colour scheme, and should such competitor fail to comply with the requests of the committee within the period covered by the next two scheduled events on the race calendar, the vehicle shall be de-registered by the club, and will not be eligible for participation in any Historic Pursuit Racing Challenge event.

3.10. For sake of clarity:

3.10.1. The **Fine Car Class** shall include Production Saloons, Sports and GT Cars and estate cars in roadworthy and road registered condition, and which were introduced 25 years prior to the 31st December of the year of competition and must have been out of production at least 10 years. The specific car model series must have been introduced 25 years prior to 31 December of year of competition. Any facelifted or upgraded models of the same series will not be eligible for racing. **The “original_ Mini, VW “beetle” and Morgan are accepted as the only exceptions to the 10 year out of production rule.**

Fine cars will in future be described as cars that have no modifications and resemble original manufacturers specifications and that have full trim inside and outside.

3.10.2. Modified fine cars shall include Production Saloons, Sports and GT Cars and estate cars in roadworthy and road registered condition, which were introduced 25 years prior to 31st December of the year of competition and must have been out of production at least 10 years. The specific car model series must have been introduced 25 years prior to 31 December of year of competition. Any facelifted or upgraded models of the same series will not be eligible for racing. **The “original_ Mini, VW “beetle” and Morgan are accepted as the only exceptions to the 10 year out of production rule.**

Modified fine cars will in future be described as cars that have been modified from original manufactures equipment but are still within the allowed rules described below. Only period modifications with no alterations to body work are allowed.

3.10.3. Trophy Car Class shall include full race prepared cars as per the Regulations and Specification for the current year Northern Regions Sprint Championships for Historic Saloon Cars. Trophy Car class shall include cars as per the National Technical Regulations for the current year Northern Regions Sports & GT Championship.

3.10.4. The following are broad guidelines and must be read in conjunction with the specific Technical Regulations for the appropriate class:

	Fine Cars	Modified fine cars	Trophy Cars
a)	Must have standard fittings and trim. Headlights, indicators, brake lights must be fully functional.	Bumpers and trim can be removed or modified – original dashboard must be retained. Headlights, indicators, brake lights must be fully functional.	As per appropriate and specific set of Technical Regulations
b)	No modifications are permitted (see clause 7 below)	Only period modifications are permitted, subject to clause 8 below.	
c)	All mechanical components must be of the original type, save the components specified in the technical regulations (see clause 7 below)	All mechanical components must be of the original manufacturer and applicable to the specific series of production, save the components specified in the technical regulations (see clause 8 below)	
d)	Must be in a roadworthy and road registered condition, capable of being driven to the circuit.	Must be in a roadworthy and road registered condition, capable of being driven to the circuit	Free
e)	Only treaded road-legal tyres or the following semi-slick tyres are approved for historic racing purposes: Bridgestone RE11S Dunlop DZR Toyo R888 Yokohama A048 Cut slicks are strictly prohibited A semi-slick tyre will be defined as; having a treaded pattern throughout the entire contact surface of the tyre		Only treaded road-legal tyres or the following semi-slick tyres are approved for historic racing purposes: Bridgestone RE11S Dunlop DZR Toyo R888 Yokohama A048 Cut slicks are strictly prohibited A semi-slick tyre will be defined as; having a treaded pattern throughout the entire contact surface of the tyre
f)	It is recommended that a roll cage/roll bars be fitted - exemption will only be granted to competitors on completion of an approved indemnity, said indemnity must be attached to the car's HTP	It is recommended that a roll cage/roll bars be fitted - exemption will only be granted to competitors on completion of an approved indemnity, said indemnity must be attached to the car's HTP	As per appropriate and specific set of Technical regulations and specifications

3.10.5. No timing devices or apparatus capable of providing timing information to a driver, may be fitted to a Historic Pursuit Racing Challenge car or carried by the driver during official qualifying heats or racing heats. Pursuit Racing Challenge events are based on time and as such the use of timing devices would constitute cheating.

3.11. In full consideration of safety first and due to the vast speed differentials between the different cars, eligibility for all cars to compete in pursuit discipline will be limited to the following cut-off times. Baseline used – the immediate Breakout of Class E.

3.11.1. Zwartkops: 73 sec.

3.11.2. Kyalami: 124 sec.

3.11.3. Midvaal: 76 sec.

3.11.4. Phakisa: 119 sec.

3.11.5. Dezzi: 87 sec

3.11.6. Red Star (clockwise): 134 sec.

3.11.7. Red Star (anti-clockwise): 136 sec.

3.11.8. Other racetracks will be to the discretion of the club committee.

4. SPONSORS EXPOSURE

4.1. The Series Sponsor advertisement shall be agreed with the administrators and be suitable in style and colour.

4.2. Advertising material, as deemed necessary by the administrators in terms of the promotion of the series sponsor/s or any other ad hoc sponsorship material, shall be displayed on each competitor's car and/or racing apparel in a specified position.

4.3. Should such series sponsor advertising material not be placed on a competing vehicle or in the specified position, that vehicle will not be allowed to compete until such time as the specified advertising material is placed on the vehicle in the correct position.

5. CODE OF CONDUCT

5.1. Historic Pursuit Racing Challenge competitors must undertake to race within the spirit of the regulations and the club committee will be the final judge of this fact.

5.2. The HRSA code of driver conduct will apply to this series.

5.3. Incidents on track.

5.3.1. Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (hereafter known as the CoC) within 30 minutes of the finish of the practice or race. The relevant Club committee may, in the absence of any incident report to the CoC, request incident reports from competitors which will be referred to the CoC. MSA Circuit Racing SSR 61 applies.

5.3.2. The HMC Sporting Working Group Code of Driver Conduct shall apply to this series.

5.3.3 The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.

5.3.4. Competitors must undertake to race within the spirit of the regulations and the CoC together with the relevant Club committee will be the final judge of fact.

5.3.5. In the event of an incident all parties involved will be put under observation, a yellow card will be issued to the competitor and a yellow sticker will be placed on the cars involved.

5.3.6. When a competitor is issued with a yellow card, he, she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalized with two yellow cards, the second yellow automatically becomes a red card.

5.3.7. In the event of a competitor being penalized with a red card he/she will automatically be banned from competing in the following 2 race heats even if it includes the second heat on the day. Should the second heat be at the start of the next meeting, the competitor will not start heat 1 and will start from pit lane for heat 2. Should the following meeting be an endurance race where double points are normally scored, the competitor will only score half points for the final position obtained.

5.3.8. Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the rest of the season has only 1 heat left the red card will be extended to the first heat of the following season. Should the next heat be an endurance of 1 race only, see 5.3.6 above.

5.3.9. Yellow and/or Red cards may be issued by the HRSA Saloon committee in their sole discretion, to competitors for reckless and/or dangerous driving, unsportsmanlike behavior and/or contravention

of MSA regulations after considering all the facts relating to the incident.

5.3.10 The competitor has a right of appeal to the HRSA Saloon committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the sub-committee shall have the right to change or abide by their decision. Such a decision will then become final

6. CLUB CHAMPIONSHIP

6.1. AIM

6.1.1. The aim of the championship is to declare a:-

6.1.1.1. Overall Historic Pursuit Racing Challenge Club Champion, and a

6.1.1.2. Historic Pursuit Racing Fine Car Class Club Champion, and a

6.1.1.3. Historic Pursuit Modified Fine Car Class Challenge, and a

6.1.1.4. Historic Pursuit Racing Trophy Car Class Club Champion.

6.1.2. The Overall Champion shall be the competitor who accumulates the highest number of points, irrespective of Class.

6.1.3. The Class Champions shall be the competitors who accumulate the highest number of points in their respective Classes.

6.2. NUMBER OF EVENTS THAT COUNT

6.2.1. The MSA Northern Region Historic Pursuit Racing Challenge Club Championship shall consist of a **minimum of 6** events less any cancelled events. Each event will be run on the specified pursuit format.

6.2.2. Competitors will be scored on all championship events i.e. competitors will not drop any points from an event.

6.2.3. The championship/s will be open to cars complying with the respective Class (F or MF or T) rules and specifications and approved by the club committee.

6.3. DETERMINING GRID POSITIONS

6.3.1. The position on the grid for each race (both Classes combined) is determined by taking the individual lap time for that race and multiplying by the number of laps and deducting 0.2 seconds per car to be passed using the following formula:

- Heat one: The lap time is set for the first race based on the fastest qualifying lap time on the day with an option for the driver to nominate a faster time to avoid breaking the lap time including the allowance. (The breakout allowance is 1.5% in the first race and 1.0% in the second). If that lap time is improved upon by more than 1.5% in the first race (for any one lap) then the driver will be disqualified and will score no points for that heat. *If the position of the start point of the race is not at or near the start/finish line, for example at Zwartkops Raceway where it is at the end of the pit exit, there exists a possibility of a slow car breaking out on the first lap. In such cases this error will have to be corrected manually as it is not the driver that caused an error but one caused due to a shortened lap distance created by the start point being downstream of the start/finish line (this also applies to heat two).* The calculated lap time for each competitor shall be used to determine the grid position for each competitor in the first heat. The grid will be ~~formed~~ in reverse order - slowest to fastest. The slowest competitors' lap time - the "scratch starter" - is used as the datum for determining the starting times for each competitor in

the heat. The starting time for each car is calculated in the following manner:

- a) Each competitor's timed qualifying lap time is subtracted from the slowest competitor's qualifying lap time.
 - b) The time difference determined in (a) above is multiplied by the number of laps to be completed in the first heat to determine the un-adjusted starting time.
 - c) The un-adjusted starting time determined in (b) above is reduced by 0.2 seconds for each car that is slower than the competitor. This is done to determine the time after the "scratch starter" that the competitor must start.
 - d) E.g. Slowest car does 1 min 50 sec per lap = 110 seconds, Competitor does 1 min 40 sec. per lap = 100 seconds. If it is a 6 lap race and the competitor is 11th slowest 110 sec. minus 100 sec. = 10 seconds. 10 sec. x 6 laps = 60 second) There are therefore 10 slower cars.
 - e) $0.2 \times 10 \text{ Cars} = 2 \text{ seconds}$, 60 sec. minus 2 Sec. = 58 seconds after the slowest competitor has started.
- Heat two: The start positions for the second heat will be determined from the first heat and qualifying lap times. The fastest lap time from these will be used for calculations of the lap-time, grid positions and starting times (no options for change). Calculation of starting time will be done in the same manner as set out for heat one above.
 - General: Should the competitor feel that his or her posted time after official qualifying was not realistic (or if the competitor fails to take part in official qualifying), the competitor has the option - within 30 minutes after the end of official qualifying - to nominate an alternate time with the designated handicapper. This alternate time may only be quicker than the time posted in timed qualifying. It is the competitor's responsibility to find the handicapper and advise him/her of the quicker time he/she wishes to nominate. If the competitor does not do so within 30 minutes, his/her fastest time in qualifying will be used.
 - If two or more competitors have the same starting time, the competitors must start in the position as allocated and determined by the handicapper. The competitors with the same start time may leave the start line at the same time.

6.3.2. Cars are set off at different intervals with the slowest car or group starting first and the fastest last. **Grid start time notification stickers must be collected from the designated handicapper in race control at least 30 minutes before the grid formation of each heat.**

6.3.3. The Clerk of the Course and the handicapper must be notified by the competitor should he/she be unable to compete in a heat.

6.3.4. Should weather conditions at the time of the heats differ from the conditions which applied during qualifying, the committee members present, may at their sole discretion and in consultation with the handicapper, increase or decrease the breakout allowance by the same percentage for all competitors AFTER the heat is completed .i.e. If it rains during qualifying and is dry by heat 1, they may decide to increase the breakout allowance retrospectively, by say, 50% and visa-versa. The result and disqualifications will then be recalculated.

6.4. POINTS SCORING and TROPHIES

6.4.1. Point Scoring for each race on Race-day (both Classes combined):

- The total number of entries in race one is used as a base and the points are awarded as follows: If 26 cars start the first heat, first place gets 26 points, second 25 until the last

placed driver gets 1 point. Should there be drivers excluded from the results due to breaking out, they are awarded no points. The same principle applies to race two on the day. The highest total points (sum of the two races) determine the overall winner for the day. In the event of a tie, the competitor with the lowest total race time (assuming the same number of laps completed) becomes the winner. Depending on the number of entries, trophies are awarded for the first three places per Class on the day, or more, or less places as determined by the organizers. If a car is found to be non-compliant with the regulations, he/she will be disqualified and no points or trophy will be awarded to that participant allowing the next in line to be awarded the points and trophy.

6.4.2. Scoring for the Club Championship: Championship points (both classes combined irrespective the number of entries) are awarded as follows:

- Position Points: The placing from each race (irrespective of Class) is taken and allocated as follows: 20 points for a win down to a single point for twentieth place in each heat on the day. If a competitor is placed within the top twenty places and he/she 'broke-out' he/she will receive no championship points for that race. He/she will still receive the Starting Points as mentioned below. If a competitor finishes in the top twenty and his/her car is found to be non-compliant with the regulation's no 'position points' and no 'starting points' will be scored for the races in which the non-compliant car participated.
- Away Points: For all events taking place outside of Gauteng, any competitor who participates in a compliant car by commencing a lap, whether in official practice, qualifying or in a race, will be awarded an extra ten (10) points towards the Championship.
- Starting Points: In addition, competitors in compliant cars who start any heat during the season in an event that is on the Historic Pursuit Racing Challenge calendar will receive 2 championship points per race started.
- At the end of the season, the overall winners are the person/s who have scored the highest number of points in each class, or overall as the case may be. Should there be a tie; the competitor with the highest number of first places will be declared the winner. Should this not resolve a winner, second, third and subsequent places will be used to determine a winner. If a tie remains, MSA shall declare a winner on such basis as it deems fit.

6.4.3. Participants must be members of HRSA and the Historic Pursuit Racing Challenge Category in order to score points at an event.

6.4.4. Championship points will be rewarded to the driver per class, one car change per class will be allowed during the year. In other words, in order to accumulate points towards the Championship/s participating members are allowed one substitute car during a season only.

6.4.5. When a race has been red flagged due to an incident, all competitors must slow down to 30km/h and proceed to pits. Competitors are not allowed to pass each other on a red flag. The handicapper will use the position of each competitor at the time of red flag to determine the winner and the points allocation.

6.5. COMPETITION NUMBERS

6.5.1. All competition numbers are to be a minimum height of 15cm. The relevant club committee shall do the allocation of numbers. All numbers will be black on an approved white background. Road registered Fine Cars may - upon application - place the numbers and roundel on rear side windows in lieu of on door panels.

6.5.2. The current overall Historic Pursuit Racing Challenge club champion, overall runner-up and overall third place competitor, may run numbers 1, 2 & 3 for the year respectively and will have

the right to retain their competition numbers during their reign.

- 6.5.3. A competition number will only be allocated, after the vehicle has been passed by the club committee and will be withdrawn should the vehicle not be raced in the year.

7. TECHNICAL SPECIFICATIONS - FINE CARS

Fine Cars should be road legal, licensed, saloon, estate cars and sports or GT cars, as described in point 3.10. All vehicles intending to race in this category **MUST** be presented **together with detailed OEM specification, which will serve as the working document to ensure compliance**, to the technical committee for approval. **To avoid disappointment please ask for approval first and buy later.**

7.1. Bodywork:

- 7.1.1. The bodywork must remain, in plan and profile, from all angles to the original as produced and commercially available for that model. (i.e. only original aftermarket body parts are permitted).
- 7.1.2. No holes may be cut into front and rear valance, and no valance may be removed. Neither holes nor air-scoops may be cut into bonnets.
- 7.1.3. Bumpers must be retained; trim and decorative fittings must be retained.

7.2. Wheels and Tyres:

- 7.2.1. **Wheels are defined by their pattern, diameter, and the width of the rim and the offset. In the interest of keeping fine cars original, Participants are required to use original wheels provided by manufacturer for the model series concerned.**

Rim diameter may be NOT be increased/decreased.

If the original wheels are not available, or are unsuitable for racing, or tyres are not available for that size rim, and the competitor needs to increase or decrease the rim size then an application with a motivation must be submitted to the technical committee. If dispensation is given, this will be noted on the cars HTP.

7.2.2. Tyres

Only treaded road-legal tyres or the following semi-slick tyres are approved for historic racing purposes:

Bridgestone RE11S

Dunlop DZR

Toyo R888

Yokohama A048

Cut slicks are strictly prohibited

A semi-slick tyre will be defined as; having a treaded pattern throughout the entire contact surface of the tyre.

It is the responsibility of each competitor to ensure that the design and condition of suspension and steering components of the car can withstand the use and forces imposed by high adhesion tyres (i.e. semi-slicks).

- 7.2.3. An OEM block **MUST** be used, or an alternative manufactured by the same manufacturer of that **model/era** provided it has the same number of cylinders **and original block dimensions**. The engine must be in its original position.
- 7.2.4. The cylinder head(s) must be the standard OEM production component.
- 7.2.5. **Crankshaft MUST be a standard OEM component.**
- 7.2.6. **Camshafts** must be the original equipment.

7.2.7. Induction: Only the original type of induction must be used. Forced induction and **intercoolers** are not permitted, unless originally fitted as **OEM** standard. Only **OEM** standard sized forced induction and **intercoolers as originally fitted** may be used. **In the case of carburetors, the original size carburetor must be used. Carburetors may not be changed to another type of carburetor, for example change down draft to side draft. In the case of fuel injection, the standard number of throttle bodies should be retained as per OEM.**

7.2.8. Radiators are free but must remain in their original location. Radiator fans are free. It is permitted to replace the original fan with one that is electrically operated.

7.2.9. Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork and do not change the profile of the car and are not visible from the outside.

7.2.10. Dry sump systems are prohibited, unless originally fitted to the vehicle. **Baffle plates may be welded into the original sump, without changing size(capacity) or shape of the original sump, to prevent oil surge.**

7.2.11. The distributor may be fitted with an after-market spark triggering device, but the distributor must remain in its original position and must maintain its original function. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. **Any additional non-period system that processes information acquired from the ambient conditions and/or the engine is not permitted.** The firing order must not be changed. The remainder of the ignition system is free.

7.2.12. Exhaust manifolds must be the original factory specification manifolds.

7.2.13. Fuel pumps are free.

7.3. Unless specifically detailed above no other modifications are allowed.

7.4. Gearbox:

7.4.1. Original gearboxes are to be used. Dispensation may be allowed to run a non-original gearbox subject to **non-availability of an OEM unit. The replacement gearbox must be sourced from the same manufacturer as the OEM unit and have the same number of ratios as the original.**

It must be of a similar type, eg. No sequential gearboxes/shift mechanism are permitted, unless originally fitted.

7.4.2. Clutch material is free.

7.5. Rear axle 'differentials':

7.5.1. The rear axle must be an OEM component.

7.6. Brakes:

7.6.1. Brakes are free providing they fit within the original rim size as was fitted OEM standard.

7.6.2. Brake friction material is free.

7.7. Glasswork:

7.7.1. All glass must comply with the legislative requirements for a road legal vehicle. Windscreens must be of a laminated type. No Polycarbonate Windows are allowed.

7.8. Vehicle interior:

- 7.8.1. The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are only permitted to accommodate roll bars and roll cages, however total removal (e.g. back seat) is not permitted.
- 7.8.2. The front seats brackets may be altered. The front seats may be exchanged for racing seats.
- 7.8.3. The type of steering must be OEM.
- 7.8.4. The original dashboard and instrumentation must be retained. Additional gauges must be fitted within the spirit of originality.
- 7.8.5. The types of driver's seat belt used must be as specified by MSA. i.e. a FIA approved, current, minimum 4-point 3-inch belt.

7.9. Suspension:

- 7.9.1. Suspension may be not be modified with respect to ride height, camber and castor. Camber-adjusting plates are not permitted.
- 7.9.2. Shock absorber make and types are free. **However, shock absorbers with remote canisters, bump and rebound features are prohibited.** Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.
- 7.9.3. Suspension bushes may be replaced with non-period material.

7.10. Exhausts:

- 7.10.1. The exhaust and silencing system are free but exhausts shall follow the original routing under the car and be silenced to comply with MSA regulations (see GCR 245 silencing of vehicles).

7.11. Approved exceptions:

- 7.11.1. None.

8. TECHNICAL SPECIFICATION – MODIFIED FINE CARS.

Modified Fine Cars should be road legal, licensed, saloon, estate cars and sports or GT cars, as described in point 3.10. All vehicles intending to race in this category **MUST** be presented **together with detailed OEM specification (this will serve as the working document to ensure compliance)** to the technical committee for approval.

To avoid disappointment please ask for approval first and buy later. It will be the sole discretion of the Technical committee to decide whether a car qualifies to be eligible for Modified fine cars. The spirit of this category is to allow cars that had to be altered due to non-availability of parts or necessary upgrades due to technical issues or reliability.

8.1. Bodywork:

- 8.1.1. The bodywork must remain, in plan and profile, from all angles as close as possible to the original as produced and commercially available for that model. (i.e. only original aftermarket body parts are permitted).
- 8.1.2. No holes may be cut into front and rear valance, and no valance may be removed. Neither holes nor air-scoops may be cut into bonnets.
- 8.1.3. Though bumpers are optional, trim and decorative fittings must be retained as far as possible..

8.2. Wheels and Tyres:

8.2.1. Wheels

Wheels are defined by their pattern, diameter, and the width of the rim and the offset. In the interest of keeping Modified fine cars original, Participants are encouraged to use original wheels provided by manufacturer for the model concerned as far as possible. If the original wheels are not available, or are unsuitable for racing, non-original wheels of alternative material i.e. minilite, American Racing wheels, steelies, etc., can be considered provided that the appearance is of the period of the car.

The use of these wheels must be updated in the HTP and signed off by the Technical consultant.

The wheel and tyre **MUST** fit within the bodywork and profile of the car.

Wheel arches **MUST NOT** be widened to accommodate wider diameter wheels, nor may wheel arch extenders be fitted to accommodate wider wheels and tyres. The upper part of the wheel (rim and tyre) located vertically over the wheel hub centre must be covered by the standard bodywork. The measurements shall be made in a vertical plane.

Rim diameter may be increased/decreased by one inch, but must be updated in the HTP and signed off by the Technical consultant. Modern alloy wheels like "Softline" TSW etc, are not permitted.

If a participant is unsure, a request can be submitted to the technical committee for consideration.

8.2.2. Tyres

Only treaded road-legal tyres or the following semi-slick tyres are approved for historic racing purposes:

Bridgestone RE11S

Dunlop DZR

Toyo R888

Yokohama A048

Cut slicks are strictly prohibited

A semi-slick tyre will be defined as; having a treaded pattern throughout the entire contact surface of the tyre.

It is the responsibility of each competitor to ensure that the design and condition of suspension and steering components of the car can withstand the use and forces imposed by high adhesion tyres (i.e. semi-slicks).

8.3. Engines:

8.3.1. The original standard production cylinder block **MUST** be used, or an alternative manufactured by the same manufacturer of that **model/era** provided it has the same number of cylinders **and original block dimensions**. The engine must be in its original position. Increased Engine blocks from the same series production cars can be used as alternatives for example 1300 blocks may be replaced with 1600 blocks, provided that the original body shape was available with that engine capacity as OEM product.

8.3.2. The cylinder head(s) must be the standard production component or an alternative manufactured by the same manufacturer as the original production component of that **model/era**. The number of valves must remain the same as the original head for the model/type.

8.3.3. Crankshaft MUST be a standard OEM component.

8.3.4. Camshafts are free but must remain in their original positions and remain the sole means of operating the valves.

8.3.5. Induction: Only the original type of induction must be used. Forced induction and **intercoolers** are not permitted, unless originally fitted as **OEM** standard. **Intercoolers may be fitted but must be retained within the bodywork of the car and no extra holes may be cut to accommodate intercoolers or assist with cooling.** In the case of carburetors, the carburetor size may be increased, or a different type of carburetor may be used. For example, to change from down draught carburetor to side draught carburetor. In the case of fuel injection, the

standard number of throttle bodies should be retained as per OEM standard, but the size of the throttle body may be increased as well as the size of the injectors.

8.3.6. Radiators are free but must remain in their original location. Radiator fans are free. It is permitted to replace the original fan with one that is electrically operated.

8.3.7. Oil coolers and additional water radiators are permitted but must be located within the periphery of the bodywork and must not change the profile of the car. No additional cooling holes may be cut into bodywork. Headlights may not be removed to allow for cool air for cooling or induction purposes.

8.3.8. Dry sump systems are prohibited, unless originally fitted to the vehicle. Baffle plates may be welded into the original sump, without changing size(capacity) or shape of the original sump, to prevent oil surge.

8.3.9. The distributor may be fitted with an after-market spark triggering device, but the distributor must remain in its original position and must maintain its original function. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. Aftermarket engine management systems are permitted as replacement when original OEM systems are no longer available, but **programmable systems are not permitted**. The firing order must not be changed. The remainder of the ignition system is free.

8.3.10. Exhaust manifolds are free.

8.3.11. It is permissible to remove metal from original cylinder blocks and heads.

8.3.12. Fuel pumps are free. Fuel tanks are free but must remain in the original position and subject to MSA requirements.

8.3.13. Engine capacity may be increased by up to 10%.

8.4. Unless specifically detailed above no other modifications are allowed.

8.5. Gearbox:

8.5.1. Original gearboxes must be used. Dispensation may be allowed to run a non-original gearbox subject to **non-availability of an OEM unit. The replacement gearbox must be sourced from the same manufacturer as the OEM unit and have the same number of ratios as the original.**

It must be of a similar type, e.g. No sequential gearboxes/shift mechanism are permitted, unless originally fitted.

8.5.2. Clutch material is free.

8.6. Rear axle 'differentials':

8.6.1. The rear axle should be an OEM component. Differential ratios may be changed provided the replacement ratios were available for that model in era and fit within the OEM differential casing. Different types of rear axle may not be substituted, i.e. Independent Suspension when original was beam Axle.

8.7. Brakes:

8.7.1. Brakes are free.

8.7.2. Brake friction material is free.

8.8. Glasswork:

- 8.8.1. All glass must comply with the legislative requirements for a road legal vehicle. Windscreens must be of a laminated type. The club committee reserves the right to approve Polycarbonate Windows on an exception and application basis only.
- 8.8.2. Roadster type vehicles may remove the complete windscreen assembly and replace it with a period racing screen. All cars must however be raced in the same configuration as they are qualified. Windscreens and spare wheels for e.g. may not be removed between qualifying and the heats or between heats.

8.9. Vehicle interior:

- 8.9.1. The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are only permitted to accommodate roll bars and roll cages, however total removal (e.g. back seat) is not permitted.
- 8.9.2. The front seats brackets may be altered. Front seats may be exchanged for racing seats.
- 8.9.3. The type of steering wheel is free.
- 8.9.4. The original dashboard must remain intact. Gauges may be replaced provided they fit the original aperture in the dashboard housing. Additional gauges must be fitted within the spirit of originality.
- 8.9.5. The driver's seat belt must be as specified by MSA. i.e. a FIA approved, current, minimum 4-point 3-inch belt.

8.10. Suspension:

- 8.10.1. Suspensions may be modified with respect to ride height, camber and castor but mounting **point/positions** must remain as per manufacturer's specification. **Camber-plates are permitted but must retain the original mounting position. Additional anti-roll bars, track rods and radius arms may be fitted, provided original mounting points are used. Coil over suspensions are permitted provided that the original mounting positions are used.**
- 8.10.2. Shock absorber make and types are free. **However, shock absorbers with remote canisters, bump and rebound features are prohibited.** Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.
- 8.10.3. Suspension bushes may be replaced with non-period material.

8.11. Exhausts:

- 8.11.1. The exhaust and silencing system are free, but exhausts shall follow the original routing under the car and be silenced to comply with MSA regulations (see GCR 245 silencing of vehicles).

8.12. Approved exceptions:

- 8.12.1. None.

9. SAFETY

- 9.1. It is recommended that modified Fine Cars and modified fine cars be fitted with a roll cage to MSA specification. Exemption will only be granted to competitors on completion of an approved indemnity. A new indemnity form must be completed for each racing season/year and must be attached to the car's HTP.

- 9.2.** All loose items in the vehicle such as mats, spare wheels etc. must be removed prior to qualifying and racing.
- 9.3.** All safety belt harness hooks/latches must be lock wired at each point.
- 9.4.** A bracket approximately halfway down the length of your prop shaft must be fitted in order to prevent the prop shaft dropping onto the road surface should it becomes dislodged at either end. An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- 9.5.** You must be able to reach and extract the fire extinguisher while you are fully strapped into your safety harness.
- 9.6.** The oil sump plug, differential filler and drain plug, gearbox filler and drain plug, oil filter and oil filler cap must be lock wired to prevent it coming loose and or being dislodged.

10. TECHNICAL SPECIFICATIONS - TROPHY CARS

10.1. Historic Saloons

- 10.1.1.** As per the Regulations and Specification for the current year's Northern Regions Sprint Championships for Historic Saloon Cars

10.2. Sports & GT

- 10.2.1.** As per the National Technical Regulations for the current year's Northern Regions Sports & GT Championship

- 10.3.** The Technical Consultants (TC's) from Historic Saloons and Sports & GT will be responsible for checking the compliance of Trophy cars. A Pursuit compliance sticker will be issued by the Pursuit TC's once the Historic Saloons and Sports & GT TC's have confirmed compliance.