



REGULATIONS AND SPECIFICATIONS FOR THE 2020 WESTERN CAPE REGIONAL TAR OVAL CHAMPIONSHIP (162113/144)

All race meetings shall be held under the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Regional Regulations, the event Supplementary Regulations (SR's) and any applicable Circulars of MSA for Tar Oval.

1. CONTROLLERS

Will be the Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee.

2. AMENDMENTS

ANY proposed/desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Regional Committee Meeting. The Controllers reserve the right to introduce new Regulations and/or amend existing Regulations. Such changes to these Regulations **shall** be issued on a MSA Circular at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare a Western Cape Regional Oval Tar Champion in each of the following Classes:

1660

2.1 Modified Saloons

Stockrods

4. ELIGIBILITY OF DRIVERS

4.1 The Championship shall be open to all drivers resident within the area controlled by MSA Western Cape Regional Motorsport Committee. No competitor may take part in a Western Cape Regional Championship if he/she is competing in a similar Championship in another region or if a similar Championship is available to him/her in his/her region.

4.2 Only regional or national oval licence holders are permitted to compete.

4.3 Drivers must not be younger than 16 years of age.



5. ELIGIBILITY OF CARS

Refer to the following:

Appendix A for 1660 class

Appendix B for 2.1 Modified Saloon class

Appendix C for Stockrod class

6. TYRES

Refer to the following:

Appendix A for 1660 class

Appendix B for 2.1 Modified Saloon class

Appendix C for Stockrod class

7. MINIMUM NUMBER OF STARTERS

7.1 In order for a class to qualify for Regional Championship status at each round, there must be a minimum of six (6) eligible starters during any race of that event.

7.2 Definition of a "Starter" refer GCR 230 & GCR 266.

8. RACE DISTANCE

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

Minimum of 8 laps – maximum of 15 laps

9. STARTING PROCEDURES

Starting procedures as per 2020 MSA Tar Oval Regulations or as per the SR's for each event.

10. GRIDS AND STARTING POSITIONS

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



11. **POINT SCORING**

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

1 st	-	15 points	5 th	-	8 points
2 nd	-	12 points	6 th	-	7 points
3 rd	-	10 points	7 th	-	6 points
4 th	-	9 points	8 th	-	5 points, etc.

- a) Full points will be awarded to eligible competitors, irrespective of the number of starters for the event. These points, so allocated, will be included in the total points scored by the competitors in determining the final championship positions at the end of the year.

However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event.

- b) 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.
- c) Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring the Championship and as eligible starters. The onus rests on the organisers to indicate which competitors should not be scored, should this clause apply.
- d) 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.

12. **CHAMPIONSHIP RACE MEETINGS**

There will be a minimum of 6 events and a maximum of 8 events, each event will generally consist of 3 races and a final.

13. **NUMBER OF RACES SCORING TOWARDS CHAMPIONSHIP**

- 13.1 All qualifying events will score towards the Championship.
- 13.2 In the event of any class or classes not qualifying for a minimum of 24 races then such class will no longer be eligible for Regional Championship status.

14. **ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each event will be available on the Motorsport SA website (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.



15. SEPARATION OF TIES OVERALL

Refer OT36.

16. DECLARATION OF CHAMPIONS

The Motorsport South Africa Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winners of each Championship class, or to withhold such declaration.

17. COMPETITION NUMBERS

Shall be allocated by the CHD Committee on behalf of the Controllers. Competition number must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA in ALL regards.

18. DYNO PROCEDURE

- 18.1 All cars to be tested in 4th gear.
- 18.2 Doors of Dyno to remain open with safety chain in position to avoid crowding at the door.
- 18.3 Dyno runs can be done at any time during or after the last race of the event.
- 18.4 The only Dyno to be used for dyno tests is the Bosch Dyno at Fuelled at the Killarney International Racetrack.
- 18.5 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.

19. PUMP FUEL

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

20. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.



APPENDIX A - 1660 CLASS

The general rule of what is not specifically allowed is not permitted applies.
Please also refer to points 1 to 19 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 ring sizes are free (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;
 - 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 driver 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 2020 MSA Tar Oval Construction Regulations.

A 7. BUMPERS

- 7.1 No external steel bumpers are permitted. Refer to internal bumper regulation.
- 7.2 Internal bumper construction refer 2020 MSA Tar Oval Construction Regulations.
- 7.3 No piping to protrude outside of bodywork.

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 2020 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 valve 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 Individual throttle bodies (4) are permitted and may not exceed 43mm in size.
- 11.9 Side draft carburetors may NOT exceed 40mm. Choke tubes sizes free.
- 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.

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 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 Methanol using vehicles do have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting extinguishers, preventing the dislodging 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 are 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 spaceframe cars may only use a beam rear axle.

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 not permitted.



A 17. WHEELS AND TYRES

- 17.1 Only Dunlop FM800 195 x 15 and Apollo 205x60x13 tyres are allowed.
- 17.2 Each competitor is limited to eight (8) new 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 Chief 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 is 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.



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 19 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 2020 MSA GCR Handbook and 2020 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 to 2020 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.

B 5. CONSTRUCTION AND ROLL CAGE

- 5.1 Refer to 2020 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 free. Individual throttle bodies not exceeding 48mm.
 - 7.2.4 No slide type throttle bodies are permitted.
 - 7.2.5 Carburetors 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
 - 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 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 thereof 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 1.1 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 are 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.

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 at scrutineering.
- 12.4 Each competitor is limited to eight (8) new 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.



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 19 of this Circular.

Race direction will be clockwise.

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 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 shear 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.

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.
- 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.

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.
- 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.

APPROVED BY: Western Cape Regional Committee on 02nd October 2019.