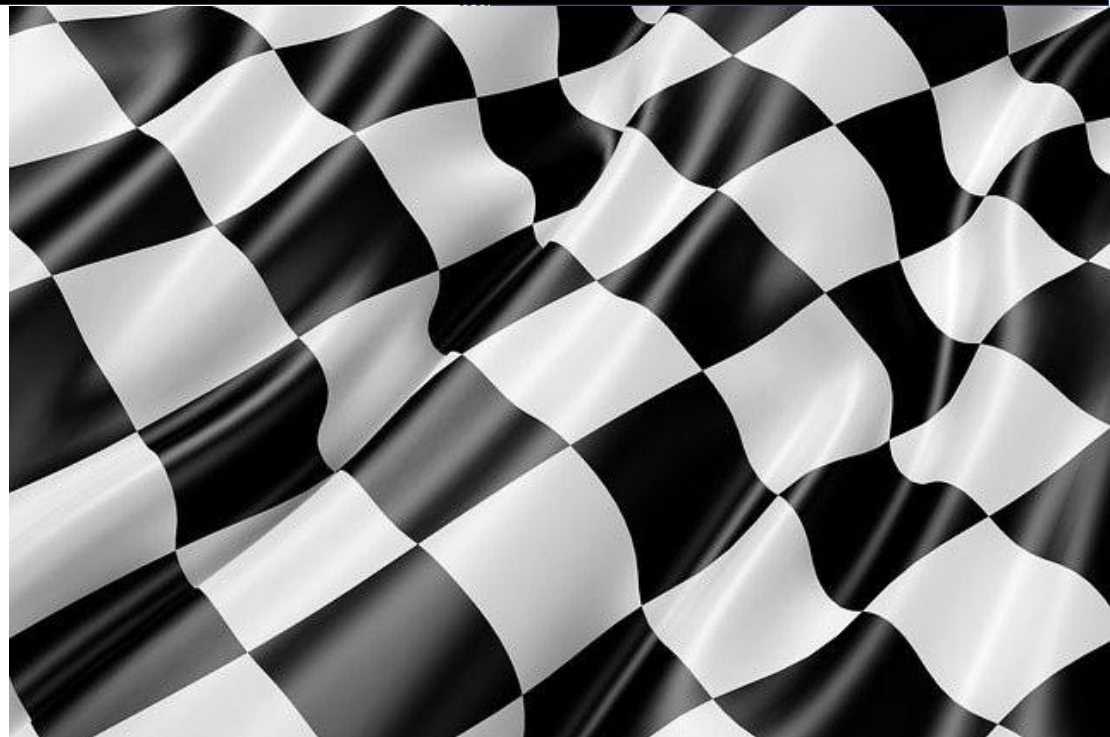




2025

TECHNICAL REGULATIONS

NORTHERN REGIONS HRSA HISTORIC CLASSIC
PRODUCTION CAR CLUB CHAMPIONSHIP



Version 1

1 January 2025

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. ETHOS

- a) To promote and preserve era-correct historic racing saloon cars in South Africa.
- b) To ensure and promote free and fair competition.
- c) To encourage new and existing members to compete.
- d) To preserve and promote the spirit and heroes of South African saloon car racing.
- e) To ensure cost-effective participation
- f) To provide entertainment for spectators and value for money for sponsors.
- g) To ensure a reasonable level of safety and promote safe driving standards.
- h) To encourage international participation at international events.
- i) To respect and abide by the decision of the empowered officials.
- j) To compete in the *Classic Historic Production Car* Championship, a competitor will have to be a member of *HRSA*.

2. CONTROLLERS

- a) The controllers of the *HRSA* Championship for Classic Historic Production Cars shall be Motorsport South Africa (*hereafter referred to as MSA*), who have delegated the management and control to the *HRSA* Sporting Committee.
- b) 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. VEHICLE ELIGIBILITY

- a) Saloon Cars introduced before *1996* and that comply with the HMC National Technical Regulations for Historic Saloon Cars.
- b) Vehicles competing in the championship shall comply with these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (*MSA*) and all of the Standing Regulations and the Supplementary Regulations issued by the *HRSA*.
- c) If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The *MSA* GCR's or SSR's, as applicable, will then apply.
- d) Before any vehicle of any type is allowed to race in the *HRSA* championship, the vehicle must be registered with and approved by the Controllers and an *MSA* stamped and registered HTP document must be completed and must be available at all times.
- e) Each vehicle must carry the current year eligibility token, this to be done at the beginning of each year prior to the first race of the championship. (Refer to SSR 2.)
- f) Only cars that have a valid HTP that has been registered and stamped with *MSA* shall be eligible to compete and score points in the *HRSA* Championships.
- g) Should a competition vehicle race without a valid signed, stamped, and approved HTP it will not score any points but will not be precluded from entering the event.

4. SPECIFICATIONS GOVERNING THE CHAMPIONSHIP

- a) As per the NATIONAL HISTORIC CAR TECHNICAL RULES as published for *HRSA*
- b) Replica vehicles must be built in accordance with the *MSA* replica rules as indicated in Appendix 3 of the National Technical Regulations.

- c) Any competitor whose vehicle is found by the TC to differ in specification from his/her HTP will be requested to make the necessary changes.
- d) No dispensation afforded to any competitor may exceed 25% (*twenty-five percent*) of the championship and no dispensation afforded may be carried over into the next season championship.

5. ELIGIBILITY OF COMPETITORS

- a) The cut-off date is at the discretion of the HRSA and the Historic Production Car Committee (HPCC) and is agreed to be 1996

6. ENGINE

- a) Engine blocks must be of the same manufacturer type and period as originally fitted on the race vehicle. Aluminum cylinder heads of the same type with the same intake port, exhaust port and valve angle proximity may be used if the original material was cast iron. If the original type of engine is not available any longer, application may be made to HPCC for considering of a suitably substitute period production block
- b) Engine blocks must be of the same manufacturer type and period as originally fitted on the race vehicle. Aluminum cylinder heads of the same type with the same intake port, exhaust port and valve angle proximity may be used if the original material was cast iron. If the original type of engine is not available any longer, application may be made to HPCC for considering of a suitably substitute period production block.
- c) The camshaft positioning and the number of valves must be the same as the original car.
- d) No electric engine management system is allowed unless it was originally fitted.
- e) Car must have an electric cut-off switch that can be operated from inside and outside the vehicle capable of stopping the engine at 3000 rpm
- f) The clutch and the method of operation are unrestricted.
- g) Weight of the car must be the same as originally raced.

7. GEARBOX:

- a) Gearboxes must be original type fitted and may have no more than five forward gears, an application may be made to HPCC for consideration of a similar replacement gearbox

8. REAR AXLES / DIFFERENTIAL

- a) The location of the differential is as per the original vehicle
- b) The type of axle / differential may be replaced by a similar type of axle after receiving written permission from the HPCC.
- c) Gear ratios and final drive ratios are free and any type of limited slip differential unit may be used.

9. WHEELS AND TYRES

- a) Rim diameter size must be the same size and type as was fitted to the vehicle when it was originally raced. If the original size rim is not available or tyres to fit the original rim size, then written application can be made to the HPCC for consideration of a suitable substitute. A maximum of sixteen inch diameter will apply to all vehicles
- b) The specifications on tyres are free

10. BRAKES

- a) Brakes are free

11. BODY WORK

- a) The body work may not be altered in any way and must remain as cars were originally raced
- b) No carbon fibre body parts allowed
- c) Plastic polycarbonate or Lexan may be substituted for glass (5mm minimum thickness).
- d) All lights and indicators need to work, where applicable.
- e) Brake lights are mandatory and must only be operated by the brake pedal, no other devices are allowed

12. GENERAL TECHNICAL REGULATIONS:

- a) Tow hooks must be fitted to the front and rear of the car and clearly marked "TOW"
- b) The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles
- c) Fuel must conform to the specifications as described in GCR 240
- d) Cars must comply with current General Competition Rules and Regulations (GCR's) as specified in the MSA handbook
- e) Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements, unless not originally fitted, an indemnity form must be signed.