



**TORC/MSA Oval  
Racing Handbook.  
2014 to 2017**

**Oval**



## TAR OVAL REGULATIONS

The contents of this Hand Book take effect from 1<sup>st</sup> January 2014.

**T.O.R.C. in conjunction with  
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*Please consult our website for category regulations, as well as any updates or changes made throughout the year.*

## **IMPORTANT NOTICE**

These regulations have been prepared for and on behalf of T.O.R.C. tar oval racing clubs, promoters, officials and competitors that are affiliated to T.O.R.C. The content here of is accordingly the property of those individuals. These regulations may not be used by other bodies unless MSA is credited as the source.

### **WHICH RULES APPLY?**

In respect of each class of racing there will be 5 sets of regulations that apply. These regulations are the following:-

- The general vehicle regulations that would apply to all vehicles;
- The engine building rules that applies to all classes. In this regard it must be noted that each class will specify which engine building regulations apply to the class;
- The Safety standards that apply to all vehicles;
- The general construction rules that relate to the particular class. In this regard it must be noted that each class will specify which construction regulations apply to the particular class; and
- The specific class regulations that set out the limitations and modifications that applies the specific class.

Two classes, being micro midgets and quads sufficiently warrant their own regulations

These are published at the end of the book. This rulebook does not apply to banger racing. Venues and organizers that wish to present bangers shall furnish the TORC CEO and MSA Commission President (for on ward transmission to the Commission) with a detailed set of driving and construction regulations for the class.

**In order to clear up any confusion it is specifically stated that all these regulations apply to tar oval racing.**

### **WHAT APPLIES IF THERE IS A CONTRADICTION**

While every effort has been made to avoid conflicting regulations the following shall apply in the event of a conflict between the various regulations:-

- If the conflicting regulations concern a performance related issue the specific class regulations will apply;
- If the conflicting regulations concern the way an engine is built the relevant engine building regulations will apply and
- If the conflicting regulations concern safety class regulations will defer to the safety standards, then the construction regulations and then the general regulations.

### **INTERPRETATION OF REGULATIONS AND SPECIFICATIONS**

The following GCR is the basis to interpreting all the regulations that apply to motorsport.

GCR226 states: *Interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.*

This means that you may only do something if the rules say you may. Competitors and officials alike shall adopt the following principle when reading and applying the rules: *They should only be concerned with the normal plain meaning of the wording of the regulations and shall pay no attention to any claim as to what the regulations were intended to mean.*

### **CURRENCY OF THESE REGULATIONS**

These regulations will govern the technical aspects of oval racing until 31 December 2014.

### **CHANGES TO THESE REGULATIONS**

These regulations are administered by TORC, the persons elected and appointed to oversee tar oval racing. They are the controllers of these regulations. They have a responsibility to the broad competitor base to address or clarify issues as and when they arise. They may make changes to the regulations by way of a properly published circular. That circular will only become effective 2 weeks after it is published.

### **WHAT DO YOU DO IF YOU SUSPECT YOUR FELLOW COMPETITOR IS ILLEGAL**

You have the right to protest. You would need to specify what you think is illegal on the vehicle. Race officials will have the car examined by the technical team. Should you be correct the other competitor will be excluded and your money will be returned. Should you not be correct, your money will be retained and the other competitor will be compensated for gaskets etc. from your protest fee. Should the protest fee not cover the cost of the gaskets, etc. you will be responsible for the difference in cost. This does not cover labour cost as the other competitor is deemed capable of his doing his own assemble and repair work.

### **WHAT IS CHEATING**

There is a vast difference between being found to have contravened technical regulations and deliberately planning to be outside the regulation and taking premeditated steps to disguise these irregularities. A good example of cheating is where an electronic control unit on a vehicle opened and altered internally, contrary to regulations or where another control unit is wired into the harness and hidden.

Where technical consultants believe that the line between being illegal and cheating has been crossed, they shall report this to the race officials, having excluded the competitor from the results. A competitor found guilty of cheating shall be banned from racing for at least 6 months without the option of having the ban suspended.

# **GENERAL VEHICLE CONSTRUCTION RULES.**

## **Applicable to all classes.**

### **CR1 DEFINITIONS**

- 1.1 The only GCR's that apply to the interpretation of these class and construction regulations or the duties of officials and competitors in respect there to are **GCR's 226, 245, 249, 255, and 257.**
- 1.2 Through out these class regulations there will be reference to different types of engine e builds being:
  - 1.2.1 The **stock** engine – which means that all the parts in the engines hall be standard or generally accepted replacement parts for stock vehicles;
  - 1.2.2 The **modified** engine – which means that he parts utilized may at the discretion of the competitor be either standard or race parts
  - 1.2.3 The **open** engine – which as the name implies means that the re areal most no restrictions to the manner in which the engine is built.
- 1.3 The regulations also refer to differing vehicle construction as follows:
  - 1.3.1 **Original road going vehicle** – these vehicles are ordinary road going vehicles that have been converted to race cars. The key element of this type of vehicle is that he suspension pickup points have not been altered or connected to any of the roll cage pipes;
  - 1.3.2 **Semi-space frames**–these vehicles are original road going bodies that have evolved to a point where the suspension pick up points have been altered or where these points are connected to the roll cage pipe work. Included in this class of vehicle is the front wheel drive body shell that has been made rear wheel drive;
  - 1.3.3 **Space frames**– these are purpose built racing chassis; and
  - 1.3.4 **Open wheelers** – these are purpose built chassis designed for open wheel racing.
- 1.4 The regulations will refer to the following types of body shells:-
  - 1.4.1 **Stock bodies**–this means that the vehicle must be clearly recognizable as an original road going vehicle as the rear fenders ,roof, all fender walls ; bulk heads and roof pillars must still be present;
  - 1.4.2 **Replica bodies**–this means that the whole body or sections thereof may be replaced with a moulded copy of a vehicle. These are typically used with space frames;
  - 1.4.3 **Plated bodies**–these vehicles are also typically space frames and have flat metal sheet or other materials as permitted in their class regulations fitted o cover the frame. These vehicles typically present in a wedge design; and
  - 1.4.4 **Open wheel bodies** – these vehicles have a cover over the engine bay and a separate cover over the rear fuel tank area. The side soft he vehicles are usually plated.
- 1.5 The following applies in respect of the type of part that may be used:
  - 1.5.1 **Purpose made parts** – these parts are those that the competitor makes himself or has made.
  - 1.5.2 **Race parts** – these parts are made specifically for racing.
  - 1.5.3 **Standard parts** – these are original equipment or generally accepted, commercially available, proprietary branded, replacement parts, which specifically excludes any purpose made or racing parts. These parts may be further limited to:-
    - 1.5.3.1 **Vehicle specific standard parts** – which mean that parts specified for the particular make of vehicle or engine must be used;
    - 1.5.3.2 **Brand specific standard parts** – which mean that parts specified for the particular brand of vehicle or engine may be used. By way of example this means that any component from any Ford may be used in a Ford.
    - 1.5.3.3 **Class specific standard parts** – means that any part which in its own right would qualify as a standard part may be used. These parts are used when for instance the regulations specify that the choice of brakes is free with in the general choice restrictions of the class.
- 1.6 Throughout these regulations frequent reference is made to fiberglass. The term “fibreglass” must be regarded as a collective word for all forms of suitable composite materials, including carbon fiber and Kevlar™.

- 1.7 Through out these regulations references is made to sheet metal. Aluminium sheet may also be used instead of metal sheet.
- 1.8 Through out these regulations reference is made to the inside or outside as it relates to vehicles.

Over and above the plain meaning of the words relating to whether or not something is inside or outside something the words, depending on the context, relate to a specific side of the vehicle. The term outside relates to the left side of the vehicle that is raced in a clock wise direction.

## **CR2 NUMBERS, NAMES, MARKINGS, ADVERTISING AND SLOGANS ON VEHICLES / PAINTING OF VEHICLES**

2.1 **Please also refer to GCR's 246 to 249.**

2.2 **Numbers:**

- 2.2.1 Competitors must realize that the number is the primary means of identification in respect of scorers, officials, fellow competitors and the spectator. A look at any track will reveal many similar looking and similarly painted vehicles – only the numbers are unique. Competitors should strive towards making the number a feature of their vehicle.
- 2.2.2 Vehicles will be identified by means of a number as per the National number system. There will be no venue prefix to reflect the competitor's registered home base. TORC will administer the competitor numbers and all drivers must comply with the TORC number system,

### **NOTICE NATIONAL NUMBERING SYSTEM EXPLAINED**

**NN1** The objectives of the system are:

- 1.1 To create a unique race number for each competitor;
- 1.2 To aid competitors in creating awareness about themselves;
- 1.3 To assist event officials by removing duplicate numbers and there by potential errors and
- 1.4 To assist commentators and the public by improving the identification of the competitor.

**NN2** Due to the many duplications that have developed over time the system has been started by grouping existing competitors in to the following combined class groups:

- 2.1 N/A
- 2.2 1600 saloons–tar;
- 2.3 N/A
- 2.4 2100 saloons, 2L hotrods and hotrods–tar
- 2.5 N/A
- 2.6 N/A
- 2.7 Junior/Development formulae–tar;
- 2.8 Super saloons–tar;
- 2.9 N/A
- 2.10 Midgets–tar;
- 2.11 Micro and ninja midgets–tar;
- 2.12 Sprint Cars–tar

**NN3** The numbers remain allocated to a competitor as long as he or she races.

- 3.1 Where the competitor becomes an SA champion (ends second or third in the series) the race number will remain allocated to him even though he is entitled to use the SA number.
- 3.2 The number will remain allocated to a competitor for 13 months after his license expires.
- 3.3 Competitors may buy and sell numbers amongst each other. In this case written proof of purchase must be submitted.
- 3.4 TORC may declare certain numbers off limits either permanently or for a period in honour of competitors who may have passed away or retired. Example :( **Number 0 is reserved in memory of Johan Roos**).
- 3.5 Should an existing competitor move to another class he may take his number into that class if it is open in that class. Where a competitor participates in more than one class he will be required to have a single number in all the classes and will be reallocated a number.

**NN4** Numbers are allocated as follows:

- 4.1 It is recorded that there has been a process whereby competitors who have achieved success in the sport have been given preference. This process is now complete. From now onwards it is first come first served.
- 4.2 As stated, competitors who are already on the National Number data base who continue to compete in the same class or classes will automatically be reallocated their number on a year by year basis.
- 4.3 New competitors as well as those whose information is not yet on the data base should contact the Numbers administrator by following the relevant links on the MSA website.
- 4.4 The number selected will be reserved for 14 days in order to allow the competitor to obtain his license. There after the number will be free.

**NN5** The number system is being unified as follows:

- 5.1 When one of the drivers cease competing or fails to renew his license the number in that class will be closed. This process will continue until each number is used only once.
- 5.2 New numbers are allocated to a driver and are immediately closed to all other classes.

**CR.2.2.3** Numbers shall be positioned as set out in the relevant class regulations. Should the number not be visible to the lap scorer – the competitor would not be scored.

2.2.4 There are two definite styles of numbering permitted being:

2.2.4.1 The typical USA / UK oval racing style where the numbers are very stylish and very large on the door panels of the car. The numbers are applied directly on to the bodywork. These numbers shall always be of contrasting colors and be highly visible in the prevailing race conditions and light conditions.

2.2.5 The minimum dimensions of the numbers area's follows:

2.2.5.1 When applied directly on the body work – **400** mm high with a stroke of **75** mm;

2.2.5.2 When applied onto a back ground decalor the end plate of awing – **300** mm high with a stroke of **50** mm;

2.2.5.3 On the sun visor panel or front wing (specific to open wheelers) – As large as the dimensions will allow.

2.2.5.4 The size of the pre fix is free.

2.2.6 All numbers shall be in position when the vehicle is presented for scrutiny. Modifications may be required because of observations made by the lap scorers. Numbers shall be placed on the section of the body that is mainly vertical. This means that numbers should not be applied on wheel acres and other similar rounded areas. The number should be visible to the public and the crowd from a position on the ground as well as in the stands.

2.2.7 The South African Champion or the National Class champion shall carry the number "SA 1" on his vehicle. The competitors who finished second and third in the National Championship Series shall carry the numbers "SA 2" and "SA 3" on their vehicles.

2.2.8 The numbers 1, 2 and 3 may not be used outside of the above regulations. No number that would create the impression that the competitor is a champion may be used. It follows that for instance the number 0, 1, 2 and 3 cannot be used under any circumstances. No zero's may be placed in front of any competitors number. The number 0 should normally refer to the pace car.

**2.2.9 No cars displaying ZA numbers will be allowed to race on any TORC event.**

2.3 Names:-

2.3.1 The name and surname of the competitor shall be painted or sign written as follows:

2.3.1.1 Saloon vehicles – on to either the whole of the sun visor panel, or on the spectator side of the roof just above the door or on the replacement window panel in the rear door that faces the spectators.



2.3.1.2 Onto the lower, forward area of the end plate of open wheeled vehicles on the spectator side.

2.3.1.3 Dimensions of letters to be a minimum of 150 mm high with a 25 mm stroke.

#### **2.4 Advertising, Logos and slogans:-**

2.4.1 The club logo may be added alongside the name.

2.4.2 Advertising is permitted on all vehicles. The advertising shall not interfere with the numbers at all.

2.4.3 In respect of advertising GCR 246, 247 and 248 apply.

2.4. No rude or offensive logo's, signs, slogans, commentating or similar items/acts, are allowed.

2.4.5 As a guide to competitors and officials the following:

2.4.5.1 Swear words, even if disguised by as the risks and other symbols are regarded as rude;

2.4.5.2 Any blatant reference to sex, the sexual act or the naked body shall be regarded as offensive;

2.4.5.3 Any reference to race is offensive;

2.4.5.4 Any reference that belittles or pokes fun at the belief or religion of another shall be offensive. It is however acceptable to state your own personal believes (irrespective of what that is).

#### **2.5 Specific markings required:-**

2.5.1 Competitors using methanol as fuel shall display aluminous or a gedot, with a minimum diameter of 300 mm on both sides and on the roof of the vehicle. The wording "Me" or a black lightning bolt shall be printed on the dot. The letters or the bolt shall be at least 175 mm high and have a stroke of 30 mm.

2.5.2 Rookie competitors in saloon classes will mount a 45 x 30 cm yellow flag to the middle of the boot lid. Rookie competitors in the open wheel classes will mount the flag into the top of the rear push bar. In the micro midget class the flag will mount on to the rear wing. In all cases the flag pole used shall have a suitable means of preventing the flag from becoming dislodged.

2.6 Vehicles shall be neatly painted and presented in an acceptable condition to the Scrutineers of an event. Competitors who are part of teams must ensure that steps, other than the numbers, are taken to differentiate between the teammates.

### **CR3 MIRRORS**

3.1 Rear view mirrors are not permitted in open wheel classes. Rear view mirrors may be fitted to other classes but may not protrude outside the widest point of the vehicle. Mirrors may not exceed 300 cm 2.

### **CR4 WHEELS AND RIMS**

4.1 Double wheels are not permitted. Hence all vehicles must have two front and two rear wheels only.

4.2 All wheel nuts shall be machined in order that the scrutineer can determine the length of the studs.

All wheel nuts are to be fitted. The stud thread shall be in good order and when the nut is in place at least 100 % of the diameter of the nut or 20-mm of thread shall be engaged whichever is the greater. In cases where the wheel is fastened by a stud turned into the hub or drum the same regulations in respect of the engagement of the stud shall apply.

4.3 The width of the rim may not exceed the tread width of the tyre utilized with that rim. Officials and competitors should note that this measurement is taken where the tyre seats and is not the distance between the outside edges of the rim.

4.4 Bead lock rims are only permitted on open wheel vehicles and in the classes where they are specifically permitted. The introduction of bead lock rims in the open wheel and hotrod classes have created unforeseen problem in that the fastener on the lock rings have in many cases been responsible for flat wheel sand / or rim damage for other competitors. Measures must accordingly be taken to address the problem. Hence it is necessary to introduce a regulation that compels the competitor who wishes to use lock rings to make the ring thick enough so that the head of the fastener can be counter sunk to a depth where it does not pose a

threat to a fellow competitor. The head of the fastener used shall be counter sunk to at least 80 % of the depth of the head. The head shall be beveled or chamfered.

4.5 Only steel and aluminium wheels would be allowed.

#### **CR5 WHEEL SPACERS AND WHEEL ADAPTERS**

5.1 Wheel adapters and spacers are permitted.

5.2 Wheel adapters must be made of steel and may not exceed 25 – mm in thickness.

5.3 Wheel spacers may be made of steel or aluminium and shall be flat and have a maximum thickness of 65 - mm.

5.4 Adapters and spacers must be stepped to locate the wheel.

5.5 Both these parts may not be fitted to the same wheel simultaneously.

5.6 High tensile steel cap screws shall be utilized to replace wheel studs, a fix adapter, or fit the wheel if any form of spacer or adapter is used.

#### **CR6 TYRES AND SUSPENSIONS**

6.1 Tyres may not protrude beyond the wheel arch or body work in all saloon class categories.

6.2 Tyres other than slicks shall have a minimum of 2 mm of standard tread pattern visible and capable of measurement across at least 75% of the width of the tyre when submitted at scrutineering. Scrutineers shall refuse any tyre that has reached the tread wear indicator.

6.3 All tyres and replacement wheels shall be presented unmarked at scrutineering and may be marked at scrutineering, if they comply with these regulations.

6.4 The tyre manufacturer's original extruded side wall markings, indicating manufacturer's details, size, profile, country of origin, ratings, serial numbers and batch codes may not be removed or altered.

6.5 Any chemical treatments or any means to artificially enhance tyre performance is prohibited. Buffing or skimming is permitted. No grooving is permitted.

6.6 Where ever a class regulation refers to a tyre size, such tyre size shall be determined by reference to the extruded tyre markings made by the manufacturer and not physical measurement. Notwithstanding this regulation, a scrutineer or a technical representative shall be entitled to measure tyres for compliance with manufacturer's specifications. The only exception to this regulation is retreaded tyres where the width of the retreaded portion shall be measured for compliance with width regulations.

6.7 The tyre aspect ratio is free.

6.8 The use of nitrogen in tyres is permitted.

6.9 The following tyre types are, subject to the stipulations contained in the specific class regulations, available to competitors:-

6.9.1 **Road legal tyres**, described as tyres which are designed for road going use in terms of accepted International standards. Any tyre that has an inscription specifying that it is only for competition use or is not permitted on highways is a race tyre and may not be used. It is brought to the attention of competitors that the commonly used "M + S" inscription relates to the tyre's performance in mud and snow and does not signify a race tyre. Please also note the tyres that only comply with the USA DOT certification are not considered road legal in South Africa and hence do not comply with this regulation.

6.9.2 **Race tyres**, described as tyres manufactured by a recognized tyre manufacturer, which are designed for race use only. These tyres can be slick tyres for use on tar or treaded for use on dirt. Such tyres must be generally available to all competitors. Please refer to the specific class for details of the tyres that are permitted.

6.9.3 **Retreaded tyres**, described as tyres, retreaded in the Republic of South Africa by recognized locally domiciled retreaders. These tyres shall comply with the relevant Traffic Act/SABS standards and be distributed to the general public for that purpose. It follows that such tyres must be generally available to the public at reputable commercial tyre dealers or retreaders. Imported casings are permitted. Race tyres may not be used as casings. These tyres are not permissible for tar events.

6.10 The regulators are concerned that certain competitors may achieve an unfair advantage by importing special tyres albeit that the tyres are road legal in the country of origin. This was never the intention of the rule. Competitors and officials are reminded that the choice of tyres is restricted to tyres that are available to the



general public at the leading franchise tyre operations in South Africa. Hence if you need to place special orders for tyre or need to import them yourself you may not use the tyre. Tyres may not be skimmed.

6.11 Where a maximum tyre quantity is permitted the event regulations should specify when competitors become locked in to the tyres, failing which it is at scrutineering of the car.

6.12 **When a wet race is declared by the Clerk of the Course, tyres are free and any tyre may be used.**

#### **CR7 SUSPENSION / RIDEHEIGHT**

7.1 **Suspension** design is free subject to class regulations.

7.2 Coil and leaf spring rates are free in the classes where they are allowed. (Not in Stock Rods).

7.3 Front and or rear strut towers may be braced from one front strut other opposite strut. (Not in Stock rods).

7.4 **Ride height may** be made adjustable by using a threaded pipe to adjust the spring saddle.

7.5 Ride height is free. Vehicles are not permitted to scrape on the track at any time including cornering and braking. A vehicle that causes sparks due to being too low shall be stopped by the race officials.

#### **CR8 EXHAUST & SILENCER**

8.1 The exhaust pipe shall be securely fitted to the vehicle and shall preferably be mounted above the floor pan of the vehicle to avoid the loss thereof.

8.2 A suitable metal plate mounted away from the exhaust in order that it acts, as an effective heat shield shall cover the pipe inside the driver's compartment.

8.3 Vehicles that have the exhaust below the floor pan shall fit saddles to the front and rear of the vehicle to retain the **exhaust system** should it break or fail in any other manner. Material to be 25 mm wide and 3 mm thick metal. Saddles are to be properly bolted to the vehicle.

8.4 Competition **exhaust manifolds** are permitted where the class rules allows it.

8.5 **Exhaust tailpipes passing out the side of the car may only do so at a maximum height as measured from the top of the pipe to the floor. This height is 500 mm on tar cars. This rule is clarified to mean that the maximum height of the exhaust is reflected in the rule. It may be lower than the height. It may also not point to the face of another competitor.**

8.6 **All race cars, other than sprint cars, shall be fitted with a silencer. The silencer should have a perforated pipe between the front plate and the back plate of the silencer box. Noise may not exceed 108 Db measured 1 meter above ground level at the starters box with the vehicle passing by at full speed notwithstanding the fact that the cars must comply with the rules as set out in the MSA environmental requirements. Competitors racing in Cape Town are restricted to 105Db.**

#### **CR9 BRAKES**

9.1 Effective braking is mandatory on all 4 wheels of saloons. For open wheelers please refer the specific class regulations.

9.2 Only driver operated brake balance / bias adjustment systems are permitted.

9.3 ABS is not permitted in any class.

9.4 Copper brake lines or pipes are not allowed.

9.5 Pedal boxes are free.

#### **CR10 TRANSMISSION**

10.1 Only two-wheel drive is permitted.

10.2 Differentials may be locked.

10.3 No sequential gearboxes or traction control systems are allowed.

10.4 Clutch driven plates are free. All saloon cars must be fitted with a working clutch.

#### **CR11 CARBURETION/ FUEL INJECTION/ IGNITION**

11.1 The use of Nitrous oxide or water injection is not permitted.

11.2 Swirl pots / anti surge tanks are permitted, provided that they in no way aid fuel cooling.

11.3 No fuel cooling whatsoever is allowed.

- 11.4 Fuel pressure regulators are permitted.
- 11.5 Induction and ram tubes are free unless specified by a class regulation.
- 11.6 Fuel and air filters are free and may be fitted at the discretion of the competitor.
- 11.7 Fuel pumps are free in respect of means of operation and capacity;
- 11.8 Mechanical fuel injection is permitted unless prohibited by class regulations.

#### 11.9 Carburetors

- 11.9.1 The class regulations state the limitations that apply to carburetors and intake manifolds. Subject to these limitations the carburetors and intake manifolds are free.
- 11.9.2 Carburetor jets and needles are free and the carburetor may be modified but the operating principle must remain as standard.
- 11.9.3 Dellorto and Weber carburetor parts may be interchanged.
- 11.9.4 The internal diameter of choke tubes is subject to class regulations. The internal shape of the choke tube shall have a radius curve leading from the outside of the choke tube to a point where the internal diameter is at the minimum size set out in the applicable class regulation. The parallel section shall remain at that diameter for at least 2mm. It is recognized that most choke tubes are purpose made. However, it is imperative that the choke tube retains a smooth finish and no grooves or holes may be drilled or cut into the internal portion of the choke tube. Otherwise stated it is the clearing tension of the regulations that all air that passes into the carburetor (directly or in directly) shall pass the section of the choke tube where the diameter of the tube reaches the minimum set out in the applicable class regulation.

#### 11.10 Fuel Injection

- 11.10.1 These regulations and the class regulations may limit various aspects of fuel injection systems and intake manifolds. Subject to these limitations the fuel injection systems and intake manifolds are free.
- 11.10.2 Where the class rules allow fuel injection, individual throttle bodies, butterflies, rollers and slides are permitted. On 1660 and 2.1 class, only the original intake manifold may be used for fuel injection. These may be ported and/or flowed. A single throttle body, not exceeding 60mm, may only be used.
- 11.10.3 Competitors may elect to install two injectors per cylinder in classes where fuel injection is permitted, provided they operated from a single controlling source.
- 11.10.4 No secondary injection systems are permitted, unless permitted in class regulations.

#### Secondary injection is defined as:

- 11.10.4.1 The use of more than one system to activate / operate more than one injector per cylinder to in put the fuel into the cylinder; or
- 11.10.4.2 The injection of water or methanol together with the fuel utilized with the latter option only being available to turbo charged engines.
- 11.10.5 Subject to these limitations and the relevant class regulations the injection is free.

#### 11.11 Ignition

- 11.11.1 The ignition regulations are specified with in each class regulation.
- 11.11.2 In all cases where standard (original equipment) or specified ignition units are stipulated these units shall remain completely unaltered. Any sign of tampering or unauthorized modification will be regarded as cheating.
- 11.11.3 Where standard ignition is stipulated all the sensors that make up the ignition system shall be standard parts specified for the particular engine utilized. The crankshaft position sensor may be removed from the flywheel and replaced with a timing disc and pick-up at the crank shaft pulley. In this case steps must be taken so that the unit can be sealed by the technical team.
- 11.11.4 The ignition system must be visible and accessible for removal. The technical consultant is authorized to check the unit and the wiring at any time during an event.
- 11.11.5 All engines must have a fixed T.D.C. mark on the front of the engine.

- 11.11.6 Aftermarket ignition is permitted unless prohibited in a class.
- 11.11.7 Ignition systems may incorporate rev limiters and may be programmable for timing only.
- 11.11.8 Engines that do not have distributors in standard donor form must use a sensor on the crank shaft pulley or crank shaft damper only.
- 11.11.9 Any electronic device that controls more than just the supply of spark to the engine (and the permitted rev limiting function) is deemed to be an engine management system.

#### 11.12 **Electronic / Engine management**

- 11.12.1 Whenever the regulations allow engine management systems these systems are (unless otherwise stated) limited to systems that are sold, serviced and supported in South Africa.
- 11.12.2 No system that would permit any form of traction control or administer any form of control over the braking system is permitted. ABS brakes are not allowed.
- 11.12.3 No electronic attachments or sensors may be affixed to the axles or wheels.
- 11.12.4 In all cases all auxiliary inputs and outputs should have values set to have absolutely no effect on the operation of the engine, gearbox, differential or brakes.
- 11.12.5 The system shall have a plug where a computer or controller can be plugged in to the system.
- 11.12.6 Telemetry systems are not permitted. DATA LOGGING is defined to be the recording of engine information such as temperature and pressure in electronic format capable of being accessed by computer. Displays indicating such information are permitted
- 11.12.7 The control unit for the ignition / engine management may not be connected to carburetors, brakes, manifolds, gearbox, drive train or wheels through means other than the permitted sensors. The unit as well as all wires connected thereto shall be visible and accessible for removal.

#### **CR12 FUEL AND FUEL ADDITIVES**

- 12.1 Generally please refer to GCR 240.
- 12.2 Through out these regulations pump fuel shall mean a petroleum fuel dispensed from a filling station pump, in terms of the fuel sale and distribution regulations of the Republic of South Africa. Such fuel may be unleaded or lead replacement type.
- 12.3 Fuels are allocated per class – please refer to the annexure at the end of each class.
- 12.4 Organizers who run Non National championship club classes shall specify the fuel to be used in that class.
- 12.5 **No diesel is permitted. No ethanol is permitted. No toluene is permitted in any fuel.**
- 12.6 Methanol is permitted provided:-
  - 12.6.1 That the specific methanol safety features are in place at the venue; and
  - 12.6.2 That the specific clothing regulations are complied with; and
  - 12.6.3 That the vehicle is marked for methanol; and
  - 12.6.4 It is permitted in the class regulations.
- 12.7 Only a single type of fuel is permitted, meaning that, as an example, no methanol may be introduced in to race fuel by any means at any stage of the induction / combustion process. Different brands of fuels may be used
- 12.8 The only permitted additives to fuel are:
  - 12.8.1 To race fuel (inclusive of LL100)–Proprietary branded upper cylinder lubricants / two stroke oil;
  - 12.8.2 To pump fuel (as the specified fuel) – Proprietary branded upper cylinder lubricants / two stroke oil;
  - 12.8.3 To pump fuel (when other fuels are also permitted) – proprietary branded octane boosters and Proprietary branded upper cylinder lubricants / two stroke oil;
  - 12.8.4 To methanol – Proprietary branded oils / two stroke oil / castor oil / vegetable oil
- 12.9 Fuel testing
  - 12.9.1 Fuel shall in the first instance be checked by using a Digitron fuel conductivity meter and/or measuring the specific gravity of the fuel. The results of this method of testing shall be used by all race officials to decide whether fuels are compatible with clean fuels supplied by organizers.
  - 12.9.2 A competitor shall have the right to invoke the testing procedure set out in GCR 240. Such procedure shall be at his expense. In order to invoke this procedure he shall lodge a deposit of R10 000 (ten thousand Rand) with MSA through the stewards of the event.

### **CR13 TOW HOOKS & REMOVAL OF VEHICLES**

- 13.1 All vehicles shall be fitted with a clearly marked towing eye, painted bright yellow, front and back, in order that recovery vehicles may drag stranded vehicles off the circuit with the least delay. Such towing eye shall not protrude from the front or back of the vehicle. It is suggested that properly supported flat bar attached to the roll cage post would provide an ideal means of dragging a stricken car of the circuit using a webbed tow rope.
- 13.2 All vehicles shall be fitted with eyes or hoops in the engine compartment, painted bright yellow that would enable the vehicle to be lifted by a break down vehicle. This is especially necessary in space-framed vehicles. These eyes or hoops shall be affixed in line with the chassis rails. The hoops may be replaced by permanently fixed straps that are mounted on to a suitable point in the vehicle.
- 13.3 Vehicles may also fit an overhead, roll cage mounted towing eye. The eye must be able to accept a D shackle.
- 13.4 This regulation shall not apply to classes that have external bumpers.

### **CR14 WEIGHT REGULATIONS**

- 14.1 Each set of class regulations specifies a minimum weight for the class—please refer.
- 14.2 Ballast weight may be made non removable by being poured into the pipe work of the chassis.
- 14.3 The following applies to removable ballast weights:
  - 14.3.1 Lead blocks shall be used and mounted above the floor;
  - 14.3.2 The ballast shall mount under or immediately in front of the driver's seat; and
  - 14.3.3 The ballast will be secured with 10mm high tensile bolts and tear plated. There shall be at least two bolts per 10kg block.
- 14.4 Where weights are to be checked the SR's for the event shall stipulate which scales are to be used and these scales shall be the only point of reference for all matters arising from any weighing. The organizers shall be obliged to have properly certified test weights available.
- 14.5 Weight shall include the driver and the vehicle will be in an as raced condition.

### **CR15 SPECIFICATIONS OF A STOCK ENGINE**

- 15.1 Any normal production type engine is allowed. The class regulations should be consulted for minimum number of engines that have had to be manufactured for an engine to be used. The onus is on the entrant to prove the source and history of an engine.
- 15.2 A STOCK engine is viewed as a single unit comprising a cylinder block and a cylinder head (or heads) that were designed and manufactured by the manufacturer concerned for use with each other. Hence cylinder heads from another type of engine may not be substituted, irrespective of whether or not they fit onto each other. Similarly cylinder blocks from another type of engine may not be substituted.
- 15.3 The following modifications may be made to stock engines:-
  - 15.3.1 The cylinder head may be skimmed.
  - 15.3.2 Compression ratios are free.
  - 15.3.3 The cylinder head ports may be modified no further in than a distance of 20mm inwards of the valves outer edge. Cylinder head port faces and manifold port faces maybe blended together for a maximum of 10mm into either the cylinder head port or manifold port.
  - 15.3.4 Pistons may not be pocketed for valve head clearance.
  - 15.3.5 Camshaft profiles are free but the number of lobes and their location may not be altered. The cylinder head may be relieved if required by a change of camshaft.
  - 15.3.6 The adjustment of valve timing by means of vernier gears or off set keys is permitted.
  - 15.3.7 Camshaft timing adjustment is free and the camshaft drive may be modified for adjustment purposes.
  - 15.3.8 The cylinder head valve seats may be modified. However, only 3 angled seats are permitted.
  - 15.3.9 Valve seats inserts are permitted to address unleaded fuel concerns.
  - 15.3.10 The method of valve tappet clearance adjustment may be modified.
  - 15.3.11 Tappet or valve covers are free as long as the cover is not a part of the valve train.
  - 15.3.12 Solid valve lifters may be substituted for hydraulic valve lifters and vice versa.

- 15.3.13 The cylinder block may be skimmed / decked.
- 15.3.14 Oil sumps, baffles and oil pickups are free. Sumps are free in respect of volume and design.
- 15.3.15 The removal of metal to balance internal engine reciprocating components is allowed.(Subject to your class rules)  
To clarify this means that the crank shaft may be drilled / ground to balance. Pistons and connecting rods may be machined to achieve quality of weight. However one piston and one connecting rod that need not be attached to each other must be left untouched.
- 15.3.16 The shot opening and not riding of internal engine components is allowed. Knife edging however is not allowed.
- 15.3.17 A flywheel shall be fitted. Please consult the class regulations for weights and type permitted.
- 15.3.18 All fasteners (Nuts, Studs & Bolts) are free. The gudgeon pin may be made floating.
- 15.3.19 Pulley sizes are free.
- 15.3.20 Flexible engine mountings may be made solid.
- 15.3.21 No forced induction such as turbo charging or super charging is allowed, unless specifically allowed in the class regulations.
- 15.3.22 Oil flow restrictors in the cylinder head are permitted.

**Restrictions:**

- 15.4 The following restrictions are imposed on modifications to stock engines:-
  - 15.4.1 The inlet and exhaust valve head and stem diameters shall remain as specified for the engine utilized. The valve may not be flowed.
  - 15.4.2 The cylinder block may be bored to fit the standard piston stipulated in the manufacturer's specifications plus 1.52 mm;
  - 15.4.3 Pistons shall be as per original manufacturer's specifications in respect of sizes and shape. The maximum over size is the manufacturer's specification for standard plus 1.52 mm.
  - 15.4.4 Connecting rods may not be substituted and shall remain standard, but for balancing.
  - 15.4.5 Crank shafts shall remain as standard but the journals may be resized to manufacturer's specification.
  - 15.4.6 All parts other than the camshafts and cam drive gear shall be according to standard specifications.
  - 15.4.7 Roller rockers, billet steel crank shafts and cast steel connecting rods are not permitted even if the donor engine had these fitted in original equipment form.
- 15.5 The following applies to the ancillaries of stock engines:-
  - 15.5.1 Only standard water pumps are permitted. No electric water pumps are allowed.
  - 15.5.2 Alternators, power steering pumps and air conditioning pumps may be removed.

**CR16 SPECIFICATIONS OF A MODIFIED ENGINE**

- 16.1 Any normal production type engine is allowed. A minimum of 5000 of such engines shall have been manufactured internationally and the confusion the entrant to prove the source and history of an engine. In view of the fact that cylinder heads may be changed the legality or otherwise of an engine will be determined by the cylinder block.
- 16.2 The cylinder head may be substituted with another cylinder head from the same manufacturer's brand. This is clarified to mean that any cylinder head of the same manufacturer's brand as the cylinder block can be interchanged as long as the cylinder head and the cylinder block comply with the engine units criteria set out above and absolutely no modification to anything other than minor modification to improve the alignment of the oil and water passages is required to neither the block or the head to fit the cylinder head. The bolt pattern of the head and the block must be identical.
- 16.3 The following modifications may be made to modified engines:-
  - 16.3.1 The cylinder head may be skimmed.
  - 16.3.2 The cylinder head ports may be modified.
  - 16.3.3 Porting and polishing of cylinder heads and manifolds are permitted.
  - 16.3.4 Cam shaft profiles are free provided the number of lobes and their location are not altered.



- 16.3.5 Cam shaft timing adjustment is free and the cam shaft drive may be modified for adjustment purposes.
- 16.3.6 The adjustment of valve timing by means of vernier gears or off set keys is permitted.
- 16.3.7 The cylinder head valve seats may be modified.
- 16.3.8 Valves are free.
- 16.3.9 The inlet and exhaust valve head and stem diameters are free.
- 16.3.10 The method of valve tappet clearance may be modified.
- 16.3.11 Solid valve lifters may be substituted for hydraulic valve lifters or vice versa
- 16.3.12 Roller rockers are permitted.
- 16.3.13 Tappet or valve covers are free as long as the cover is not apart of the valve train;
- 16.3.14 Pulley sizes are free;
- 16.3.15 The cylinder block may be skimmed / decked.
- 16.3.16 Pistons may be pocketed for valve head clearance.
- 16.3.17 Pistons are free.
- 16.3.18 Piston rings are free.
- 16.3.19 Connecting rods are free.
- 16.3.20 Compression ratios are free.
- 16.3.21 Bore and stroke ratios are free.
- 16.3.22 Crank shafts are free, but for the fact that they must remain cast iron, unless the engine used was manufactured with a cast steel crank shaft. No billet steel crank shafts permitted.
- 16.3.23 Crank shafts may be knife edged.
- 16.3.24 Flexible engine mountings may be made solid;
- 16.3.25 Oil sumps, baffle sand oil pickups are free. Sumps are free in respect of volume and design.
- 16.3.26 Dry sump lubrication is permitted
- 16.3.27 The lightening of internal reciprocating components is permitted.
- 16.3.28 Cast iron main bearing caps may be replaced by steel bearing caps;
- 16.3.29 The removal of metal to balance internal engine reciprocating components is allowed.
- 16.3.30 The shot peening and nit riding of internal engine components is allowed.
- 16.3.31 A fly wheel shall be fitted but the design and specification is free. Aluminium fly wheels are permitted.
- 16.3.32 All fasteners (Nuts & Bolts) are free. The gudge on pin may be made floating.
- 16.3.33 The application of a heat deflecting coating is permitted to the exhaust manifold and exhaust pipes, between the bolt up face of the exhaust manifold and the tail pipe.
- 16.3.34 Oil flow restrictors in the cylinder head are permitted.
- 16.4 The following restrictions are imposed on modifications to modified engines:-
- 16.4.1 No forced induction such as turbo charging or super charging is allowed UNLESS permitted specifically by class regulations.
- 16.5 The following applies to the ancillaries of modified engines:-
- 16.5.1 Water pumps are free.
- 16.5.2 Alternators, power steering pumps and air conditioning pumps may be removed.

## **CR17 SPECIFICATIONS OF AN OPEN ENGINE**

- 17.1 Any normal production type engine is allowed.
- 17.2 The following modifications may be made to OPEN engines:-
- 17.2.1 The material of which any engine component is manufactured may be changed.
- 17.2.2 The cylinder head may be substituted, even with that from another manufacturer or brand.
- 17.2.3 The cylinder head may be skimmed.
- 17.2.4 The cylinder head ports may be modified.
- 17.2.5 Porting and polishing of cylinder heads and manifolds is permitted.
- 17.2.6 Cam shafts are free.
- 17.2.7 Cam shaft timing adjustment is free.
- 17.2.8 The adjustment of valve timing by means of vernier gears or off set keys is permitted.



- 17.2.9 The cylinder head valve seats may be modified.
- 17.2.10 The inlet and exhaust valve head and stem diameters are free.
- 17.2.11 Valves are free.
- 17.2.12 The method of valve tappet clearance may be modified.
- 17.2.13 Solid valve lifters may be substituted for hydraulic valve lifters and vice versa
- 17.2.14 Roller rockers are permitted.
- 17.2.15 Tappet or valve covers are free.
- 17.2.16 Pulley sizes are free;
- 17.2.17 The cylinder block may be skimmed / decked.
- 17.2.18 Pistons may be pocketed for valve head clearance.
- 17.2.19 Pistons are free.
- 17.2.20 Piston rings are free.
- 17.2.21 Connecting rods are free.
- 17.2.22 Compression ratios are free.
- 17.2.23 Bore and stroke ratios are free.
- 17.2.24 Crank shafts are free.
- 17.2.25 Flexible engine mountings may be made solid;
- 17.2.26 Oil sumps, baffle sand oil pickups are free. Sumps are free in respect of volume and design.
- 17.2.27 Dry sump lubrication is permitted
- 17.2.28 The lightening of internal reciprocating components is permitted.
- 17.2.29 Cast iron main bearing caps may be replaced by steel bearing caps;
  
- 17.2.30 The removal of metal to balance internal engine reciprocating components is allowed.
- 17.2.31 The shot peening and nit riding of internal engine components is allowed.
- 17.2.32 A fly wheel shall be fitted but the design and specification is free. Aluminium fly wheels are permitted.
- 17.2.33 All fasteners (Nuts, Studs & Bolts) are free.
- 17.2.34 The use of heat deflective coatings is free.
- 17.3 Oil flow restrictors in the cylinder head are permitted.
- 17.4 The following restrictions are imposed on modifications to open engines:-
  - 17.4.1 No forced induction such as turbo charging or super charging is allowed UNLESS permitted specifically by class regulations.
- 17.5 The following applies to the ancillaries of OPEN engines:-
  - 17.5.1 Water pumps are free.
  - 17.5.2 Alternators, power steering pumps and air conditioning pumps may be removed.

### **CR18 SPECIFICATIONS OF A ROTARY ENGINE.**

- 18.1 Any twin rotor production type engine is allowed. The onus is on the entrant to prove the source and history of an engine.
- 18.2 Any modification that is permitted outside the engine (as stipulated in the open engine specifications) shall be permitted for rotary engines.
- 18.3 The following modifications may be made to rotary engines:-
  - 18.3.1 Porting is allowed.
  - 18.3.2 Peripheral port engines are permitted.
  - 18.3.3 Porting may extend past the face of the rotor.
  - 18.3.4 The water seal may be modified.
  - 18.3.5 The water jackets may be filled.
- 18.4 **The following limitations apply:-**
  - 18.4.1 **No forced induction such as turbo charging or super charging is allowed on rotary engines.**
  - 18.4.2 The maximum internal diameter of the last 30 cm of the tail pipe shall be 90 mm. Only a single tail pipe is permitted.
  - 18.4.3 No titanium rotors are permitted.
  - 18.4.4 No aluminium housing plates are permitted.

## **CR19 GENERALSAFETY**

- 19.1 No ballast, other than weights fitted to comply with minimum weight regulations is allowed. Any such ballast shall be fitted as set out in CR 14 above.
- 19.2 All bonnet sand fenders shall be in place at the commencement of every race.
- 19.3 Competitors must be able to exit their vehicles and reach a point no less than 10 (ten) meters from the vehicle within 30 seconds.

## **CR20 CRASH HELMETS**

- 20.1 Helmets must fit properly, be secured and be suitable for the purpose intended.
- 20.2 Helmets as deliberately constructed so as to absorb the energy of an impact. Therefore stands to reason that if, following such impact, the helmet are damaged (even if the damage is not readily apparent) it must be replaced.
- 20.3 Painting or the use of solvents on helmets can damage the mind is there for potentially dangerous. Helmets should be cleaned with a weak solution of soap and water.
- 20.4 Helmets should be as closely fitting as possible, consistent with comfort. No sideways movement should be possible, nor should the helmet be able to be pulled off the head in a forwards direction with the strap secured.
- 20.5 When not in use helmets should be stored in a cool, dry place away from sunlight, preferably in a helmet bag.
- 20.6 Visors must provide clear vision.
- 20.7 When there is doubt about a helmet's fitness, the chief scrutineer shall be empowered to impound the helmet for the duration of the event. Once the event is complete the helmet may be returned. Helmets not claimed within 7 days will be destroyed.
- 20.8 Full face helmets are compulsory.

## **CR21 COCK PIT AREAS / FIRE WALLS**

- 21.1 All vehicles must have a properly constructed cock pit area. The material used to make the firewall, shaft tunnel and cock pit area shall not be combustible.
- 21.2 This cock pit area must house the seat and the controls of the vehicle. The cock pit area must separate the competitor from the engine compartment as well as from compartments where the fuel tank is housed.
- 21.3 The cock pit must have a floor covering the full area where the driver is seated and it must part of the original vehicle's body in the case of original road going vehicles or must be welded into place in space frame vehicles.
- 21.4 Properly constructed firewalls are a vital part of the mechanisms required to prevent the passage of flame into the driver's compartment. All fire walls, regardless of vehicle construction must be complete in all respects. This specifically requires the area behind the rear axle to be covered as well. Their construction must be such that they, the firewalls, would be fluid proof. This implies that fire wall will be constructed in such a fashion that all pipes, parts of chassis or any other item that need stop ass through the firewall, pass through with the smallest hole possible. All firewalls shall be constructed of metal hence materials such as rubber and fiberglass are not acceptable as firewalls.
- 21.5 Bonnets shall be so designed and fitted that they would prevent the passage of flame in to the cockpit. Hence no gaps are permitted between the bonnet and the dash board / window aperture area.
- 21.6 All pipes and wires that pass through the fire wall shall have rubber grommets.
- 21.7 The cockpit area on the passenger side of the driver may be enclosed. The following shall apply:
  - 21.7.1 The material used shall be folded down ward from the horizontal plane on the driver's side.
  - 21.7.2 The cover may slope downwards from the engine bay to the gear lever. At that point it shall be horizontal and shall be no higher than 50 cm above the original floor or chassis beams. The cover may slope upward to the parcel shelf / rear window / tail gate sill as the case may be from a point 50 cm behind the seat. For existing vehicles a 500 mm

Gap must exist. This gap must be wide enough to extricate the competitor on a back board.

- 21.7.3 The cover shall be removable.
- 21.7.4 The cover shall be able to support a weight of 100 kg.

## **CR22 ROLL CAGES AND SIDE IMPACT (“SISSY”) BARS**

- 22.1 The safety cage must be designed and constructed so that it substantially reduces body shell deformation and so reduces the risk of injury to occupant. The essential features of a safety cage are sound construction, design to suit the particular vehicle, adequate mountings, and a close fit to the body shell. The side impact bars shall be placed so that they offer the most strength and protection in the event of a side impact.
- 22.2 The specifications for the roll cages and side impact bars can be found in the following sections of the rule book:-
  - 22.2.1 Saloons – in the section dealing with saloons.
  - 22.2.2 Midgets – in the midget class regulations.
  - 22.2.3 Ninja and Micro midgets – in the Ninja and Micro midget regulations
  - 22.2.4 Sprint cars – in the sprint car regulations.
- 22.3 The roll cage pipes should be as straight as possible. Where the construction of the vehicles necessitates bowed or curved pipes these shall be reinforced by triangulation.
- 22.4 The safety cage shall be padded in the immediate vicinity of the competitor’s body with a fire retardant foam material.
- 22.5 The cage shall be fitted with a base plate, welded, or bolted on to the floor, sill, or wheel arch of the vehicle if the original body of a standard vehicle is utilized. The cage of a purpose built chassis shall form an integral part of the chassis itself and shall accordingly be welded directly onto the chassis legs.
- 22.6 No holes or slots or any type of measure intended to reduce the weight of the pipe work utilized is permitted.
- 22.7 None of the legs of the roll cage may rely on another element of the roll cage for support.

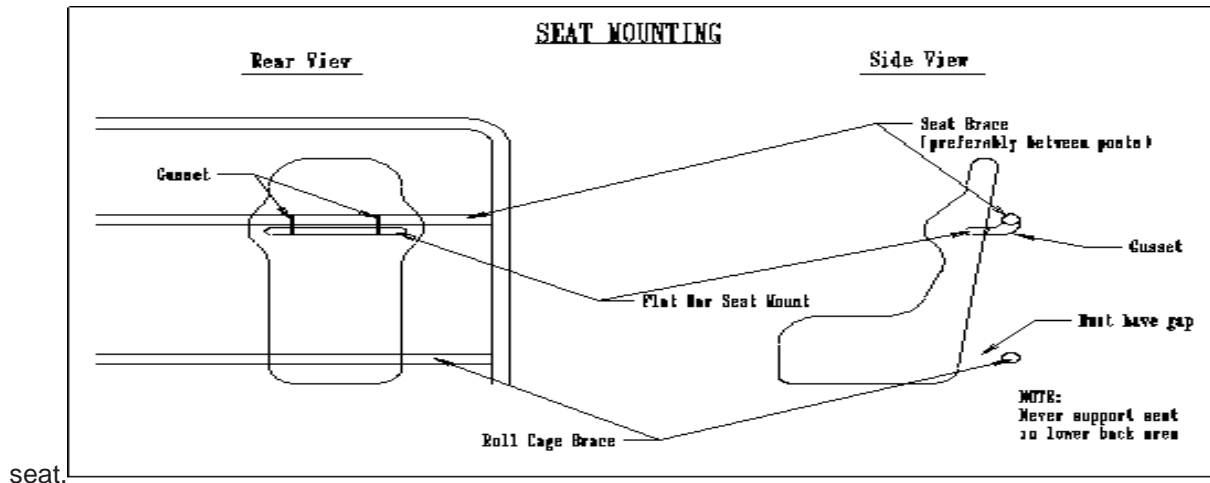
## **CR23 SAFETY BELTS**

- 23.1 The seat belts and the installation must comply with the MSA specifications.
- 23.2 Arm straps are optional, but must be of the quick release type.

## **CR24 SEATS**

- 24.1 It is recommended that FIA approved competition seats be fitted.
- 24.2 Only racing type seats are allowed. It follows that no conventional passenger vehicle seats may be used in their original or modified state.
- 24.3 Non-FIA approved seats shall be reinforced by clearly visible aluminium or metal backing fitted directly behind these at if it does not mount flush against a properly constructed panel. Such backing shall be properly shaped in accordance with the seat of the vehicle and shall have no sharp edges and form an integral part of the mounting of the seat itself. Fibre glass seats shall be covered. The minimum thickness of materials for non FIA seats is as follows:
  - 24.3.1 Fibre glass / composite materials – 8 mm
  - 24.3.2 Aluminium – 2.5 mm
- 24.4 Seats must be bolted with tear plates as set out for safety belts above as follows:-
  - 24.4.1 When original road going vehicles are used – to the floor pan of the vehicle – provided that the complete floor pan is still of sound construction and free of rust;
  - 24.4.2 In all other cases – to specifically constructed seat mounting legs that are in turn mounted to the chassis of the vehicle.
- 24.5 No cracked or broken seats are permitted.
- 24.6 The driver must sit to one side of the centre line in all saloon vehicle classes.
- 24.7 A properly braced and triangulated cradle shall be installed if a seat needs to be raised. The triangulation shall be on both length ways sides (to protect against a forward failure) and at least one of the other sides.

The cradle shall in turn be fitted as if it were a



### CR 25 CLOTHING.

- 25.1 Properly accredited single layer fire retard and traces uitsare mandatory. Multi layers uitsare highly recommended. Please refer to the MSA circular in respect of labeling that would be required on all locally produced race suits. It is printed at the back of this book for the convenience of officials and competitors. Please note this regulation does not require new overall strobe purchased and should rather be seen as a measure to protect the competitor against unscrupulouspur –veyors of inferior race wear.
- 25.2 Approved fire retardant gloves are compulsory.
- 25.3 The use of fire retardant socks and balaclavas is highly recommended for all competitors.  
**Competitors are ADVISED that they will be permitted to race without these socks and balaclavas but in doing so they knowingly assume the risks associated with being involved in a fiery incident without these safety garments.**
- 25.4 Ideally fire resistant clothing should carry the FIA'S approval label.
- 25.5 Clothing must be in good condition and must fit properly.

### CR26 DRIVER CONTROLS

- 26.1 All vehicles shall be operated by means of a steering wheel, which shall not be of wood.
- 26.2 The steering wheel may be removable. Generally competitors should be aware that a removable steering wheel aids the extraction of the driver in the event of medical intervention.
- 26.3 The steering column may be repositioned to suit the driver. He shall however remain seated to one or other side of the centre line of a saloon car.
- 26.4 The steering column may be replaced with a purpose made column. No straight through column are permitted. There must at least be one joint in the column, preferably at an angle to the main column.
- 26.5 The brakes, accelerator, and clutch shall be operated by means of suitably sized and mounted foot pedals.  
**Pedal boxes are free.**
- 26.6 MSA may upon application allow certain specified modifications to be made in order to accommodate the needs of a handicapped competitor. Such application is to be fully motivated in writing. The MSA OR C shall in its deliberations consider the rights of the handicapped as well as those of the organizers and other competitors.
- 26.7 **All vehicles must be fitted with dual throttle return springs.**
- 26.8 It is recommended that clutch less vehicles shall have a dual cable system attached to the throttle. Such a system must close the throttle without relying on a spring if the driver lifts the pedal.
- 26.9 No in car adjustments, other than brake bias, permitted.
- 26.10 Telemetry systems are not permitted. DATA LOGGING is defined to be the recording of engine information such as temperature and pressure in electronic format capable of being accessed by computer. Displays indicating such information are permitted.

**CR27 KILLSWITCHES**

- 27.1 An effective kill switch system must be fitted. The switch must:
  - 27.1.1 Be clearly marked in red and externally with a regulatory blue triangle with a red flash therein.
  - 27.1.2 Be within the driver’s reach, when seated and strapped in.
  - 27.1.3 Be operational from outside the vehicle for use by marshals. This can be achieved by activating the main switch by way of a pull cable;
  - 27.1.4 Break the neutral or negative circuit from the battery to the engine and chassis
  - 27.1.5 Break the ignition and electric fuel pump circuits.

**CR28 FLUID RETENTION**

- 28.1 All vehicles shall have their sump, gear box and differential / axle plugs wired, and all the oil filters clamped or strapped.
- 28.2 A radiator water catch tank of a minimum capacity of 2Litres shall be fitted to the cooling system.
- 28.3 An oil catch tank, with a minimum capacity of 2litres, capable of accepting surplus oil and fumes from the engine shall be fitted. The catch tank shall be connected to each breather outlet by means of a flexible pipe or similar conveyance, designed to feed the oil or fumes to the tank. The catch tank is to be emptied between races.
- 28.4 A drip tray shall be installed beneath the engine. The tray shall be securely mounted and shall have a lip all round.

**CR29 PIPE WORK**

- 29.1 All joints and seams in the construction of the vehicle are to be properly mitred and shall be welded.....

INCORRECT

CORRECT



**CR30 PROPSHAFT / DRIVESHAFT / RUNNING GEAR PROTECTION**

- 30.1 Drivers must be protected from open running prop shafts by two steel bands, with a minimum width of 50 mm. The bands shall be at least five mm thick and shall be bolted or welded to the chassis. The object of these bands is to prevent a broken shaft from rising and coming into the cock pit area. The one band shall be 150 mm behind the front yoke.
- 30.2 All vehicles shall have a collar / hoop that would prevent the front end of the running gear (prop shaft or torque tube) to lodge in the track should it break while the vehicle is in motion. To be effective this hoop or collar should be approximately 25% along the distance of the shaft as measured from the front. It is not necessary to install this hoop if the construction of the vehicle already fulfils this function by having the prop shaft run above the chassis.

**CR31 BATTERIES**

- 31.1 All batteries must be securely fixed in to the vehicle in a battery box secured by bolts with a diameter of at least 8 mm and reinforcing plate.

**CR32 EXHAUSTS AND SILENCERS**

- 32.1 All vehicles and SR’s shall comply with GCR 245 and the Environmental code of MSA
- 32.2 A suitable metal plate mounted away from the exhaust in order that it acts, as an effective heat shield shall cover the pipe inside the driver’s compartment.

### **CR33 FUEL PIPES AND FUEL TANKS**

- 33.1 It is highly recommended that properly designed and manufactured racing fuel tanks, especially bag tanks are utilized. The use of fuel tank foam is also highly recommended. Metal fuel tanks shall be made of metal at least 1 mm thick. Boating tanks are permitted, provided they comply with the balance of this regulation.
- 33.2 A fuel tank breather, which shall vent externally, must be fitted to all fuel tanks. A non - return valve shall be fitted to the breather. The non – return valve must not be airtight.
- 33.3 The fuel tank shall have a non – vented cap. The cap may not be mounted into the body work of the vehicle. Where a conventional road going vehicle or space frame vehicle is used the cap shall be fitted directly to the tank and be housed within the boot space. In all other cases, a rubber hose from the tank to the cap will be allowed. The fuel filler hose will terminate into the cap fitting which shall be flush mounted to the upper horizontal portion of the body shell or paneling as the case maybe.
- 33.4 Fuel tanks must be mounted in a separate compartment to the driver. A complete, sealed firewall must be constructed to separate the competitor from the fuel tank and the fuel pumps. Where conventional road going vehicles are used the fuel tank will mount inside the boot area. In hatch type vehicles the fuel tank will be placed in the spare wheel well. In these cases a firewall will be constructed from the driver's side of the tank to the tail gate sill.
- 33.5 Fuel tanks must be securely mounted to the boot floor or the chassis of the vehicle with bolts or metal straps. Tanks may not be welded into place.
- 33.6 The fuel tank shall preferably be mounted on the driver's side of the rear axle. If the tank is fitted behind the rear axle and below the boot floor a hoop shall be welded into place between the chassis rails to protect the tank. The material used shall be pipe with an outside diameter of 38 mm and a wall thickness of 2mm. The hoop will be braced.
- 33.7 There may only be a single fuel tank which shall be the only source of fuel to the carburetors or fuel injection system. The fuel line may be branched to allow dual or spare pumps to be fitted
- 33.8 The fuel pumps shall be securely mounted.
- 33.9 Fuel pumps may not be fitted in the cockpit. All fuel lines in the cock pit must be of copper or steel tubing.
- 33.10 Inlets and outlets into and out of the tank shall be securely connected to the fuel lines, with special care being taken if the out let is below the tank.

### **CR34 DRY SUMP TANKS AND OIL LINES**

- 34.1 Where dry sump lubrication is permitted the dry sump tank may be fitted inside the cock pit of saloon cars.
- 34.2 All oil lines shall be properly shielded.
- 34.3 The competitor must be shielded from the tank / oil cooler.
- 34.4 **All hoses to be hydraulic hoses.**

### **CR35 FIRE EXTINGUISHERS**

- 35.1 Every competitor shall have an operational 1.5 kg fire extinguisher at his pit / service vehicle at all times.
- 35.2 Any tracks that have methanol cars must have a water truck / vehicle available at the event.

### **NOTICE**

**Competitors and scrutineers are warned that the practice of customizing hand held extinguishers for this purpose is in correct and dangerous. These types of extinguishers have pick up pipes that collect the extinguishing material from the bottom of the cylinder when in an upright position. They do not function in an upside down position for example. Suitably designed pressurized canisters are available from specialist Motorsport shop sand fire safety suppliers.**



## **PLEASE NOTE**

**THIS SECTION ONLY APPLIES TO SALOON VEHICLES. THE REGULATIONS IN RESPECT OF THE TOPICS ADDRESSED IN THESE REGULATIONS ARE FOUND IN THE INDIVIDUAL REGULATIONS OF THE VARIOUS OPEN WHEEL CLASSES – PLEASE CONSULT THOSE IF YOU RACE AN OPEN WHEEL CLASS.**

### **CR36 VEHICLE TYPES DEFINED**

- 36.1 These regulations envisage 3 specific types of vehicle being:-  
36.1.1 The original road going vehicle that has had a roll cage fitted and is now used as a race car.  
36.1.2 The conventional road going vehicle that has been extensively modified and has had changes made to the suspension pick up points. These are termed semi space frames.
- 36.2 The fully fledged purpose built racing frame.
- 36.3 These three types have been separated in these rules as certain classes are limited to original road going vehicles.
- 36.4 ORIGINAL ROAD GOING VEHICLES  
36.4.1 These are vehicles that were designed and built for road going use by commercially recognized motor manufacturers.  
36.4.2 These vehicles are converted to oval racing vehicles.  
36.4.3 They do not include the semi – space frame or space frame vehicles.  
36.4.4 This use of this type of vehicle is seen as a limitation. There for whenever this class is specified semi space frames and space frames are not permitted.
- 36.5 SEMI SPACE FRAME VEHICLES  
36.5.1 These include vehicles are converted from the original road going vehicles.  
36.5.2 Major structural changes have been made and the roll cage and pipe work inserted into the vehicle have effectively mounted the drive train and the suspension.
- 36.6 SPACE FRAME VEHICLES  
36.6.1 These are purpose built tubular steel chassis.  
36.6.2 Where ever the class rules permit space frames original road going cars and semi space frames are also permitted, with the same modifications as those permitted for space frames.
- CR37 GENERAL RULES REGARDING THE EXTERNAL BODY SHELL–APPLICABLE TO ALL SALOONS
- 37.1 Roadster type bodies may be used provided they were built with a top by the manufacturer. A Soft top must be replaced by a replica fibre glass top.
- 37.2 Measurements of the body shell shall be made across the driver's seat in respect of the width of the vehicle and in the centre of the vehicle in respect of the length of the vehicle. Such measurements shall exclude wheel arches and flares.
- 37.3 The maximum thickness of the front and grille panels of vehicles shall be:-  
37.3.1 Metal-1.2-mm  
37.3.2 Aluminium-1.6mm  
37.3.3 Fibreglass-4-mm.
- 37.4 Should the height of the door impair access it shall not be cut away but shall have a hinge arrangement whereby it folds, at or near the top sissy bar. Doors may be made fully removable, provided they are securely fitted during races. The securing pins shall be removable from the outside.
- 37.5 The construction, safety, and finish of the original steel body or replacement panels to be to the satisfaction of the scrutineers. No sharp edges are permitted. Please also see the CR 21 regarding sharp edges inside the cockpit.
- 37.6 The front panels must retain the original grille and light apertures, provided that both of these may be blanked off. Ducts to supply cool air to the carburetor / fuel injection system or the brakes may be installed into these panels, always subject to the class regulations that control the intake of air into the engines
- 37.7 The rear boot panels (meaning the portion between the tail lamps) shall be retained.

- 37.8 Boot lids and tail gates shall in place. They must be adequately secured in the closed position with fasteners
- 37.9 All panels, irrespective of whether or not they are replacement panels shall be securely fixed and no loose or flapping panels shall be permitted when a vehicle starts a race. The driver shall ensure that steps are taken between races to secure body panels that have become loose or damaged.
- 37.10 Bonnets and boot lids shall be secured by means of either four pins or two pins and two corner plates. The area around the pin must be reinforced in order to avoid tearing. Operational doors must be fitted with working latches to prevent them opening during races. The latches must be operation al from outside the vehicle. Latches must be fitted so that they do not present a hazard to other competitors, especially on the sides.
- 37.11 The roof shall be complete. The roof must be the original shape of body being used.
- 37.12 Wheel arches may be modified to accommodate wheels. Wheel arches may not be reinforced with steel pipes or any other material. The wheel arches may be reinforced using the same material as the rest of the wheel arch. The object of the permitted reinforcement is to protect the wheel area and any reinforcement that is designed to be used as a weapon is prohibited.
- 37.13 No fastener situated on the front, rear or side panels of the vehicle shall protrude more than 30 mm beyond the body work

**CR38 CONSTRUCTION RULES APPLICABLE TO ORIGINAL ROAD GOING VEHICLES**

- 38.1 Further restrictions on replacement, repair, and modifications allowed are found in the class regulations.
- 38.2 Bodies may not be lengthened, shortened, or narrowed;
- 38.3 The silhouette as seen from the front shall remain symmetrical, with no off set being permitted. The silhouette as seen from the sides, the front and the back shall remain the same as the original vehicle, with latitude being allowed for repaired accident damage only.
- 38.4 Vehicles of this type may not be re bodied. The process of re bodying requires the entire outer shell of the vehicle to be separated from the monocoque. Once this has been done to a vehicle it shall be considered a semi space frame.
- 38.5 All interior trim must be removed
- 38.6 The roof may not be lowered and any hole caused by the fitment of for instance a sunroof in the donor vehicle shall be closed.
- 38.7 The front valance and radiator carrier may be mounted as per space frame regulations.
- 38.8 The internal fender walls and wheel houses shall be retained front and rear. The shaft tunnel shall be retained. The boot floor shall be retained.
- 38.9 The engine bay / cock pit bulkhead / firewall shall be retained but may be altered to accept another gearbox should class regulations permit an alternative gear box. The material utilized shall be sheet metal with a minimum thickness of 1 mm mounted on at least a 15 x 15 x 2 mm frame.
- 38.10 The completer of pillar structure of the vehicle shall be retained.
- 38.11 The vehicle may be finished by the fitment of either the original plastic bumper or a fibre glass replica of the bumper.
- 38.12 The inner portion of all doors may be removed. In all cases, care must be taken to avoid edges that could cause injury. Doors may be replaced with sheet metal or fibre glass replicas. In such cases, they shall retain the same shape and curve as the original door. These replica panels may be made of a one piece construction. These replacements shall be properly mounted into place. The use of shape less one piece side sections, typically flat sheets, is not allowed.
- 38.13 Rear doors must be adequately secured in the closed position with fasteners.
- 38.14 The metal of the body may be replaced with metal or aluminium sheeting not exceeding 1.2 mm for metal and 1.6 mm for aluminium. Where fibre glass is used to replace sections of the external body shell it shall comply with the regulations for the replica bodies described below. In both cases, the repair or replacement shall still resemble the replaced part. In both cases the contours of the body shall be retained.
- 38.15 Only the bonnet, the front fenders, the 2/4 doors and the tail gate / boot lid may be replaced with exact replica parts. The "B" and "C" pillars may be repaired with fibre glass replicas. Once all the pillars have been replaced with fibre glass the car will be classified as a semi space frame.
- 38.16 The roll cage may not extend beyond the cockpit.

- 38.17 Under trays may NOT be fitted.
- 38.18 All suspension parts (excluding shock absorbers) shall remain standard, albeit that they may be modified in accordance with class regulations. There for a vehicle with arose jointed, A-arm front suspension shall be classed as a semi space frame if it still has the original body.
- 38.19 All silhouettes, frames and roll cages may not be off set.

**CR39 CONSTRUCTION RULES APPLICABLE TO SEMI SPACE FRAME VEHICLES**

- 39.1 Further restrictions on replacement, repair, and modifications allowed are found in the class regulations.
- 39.2 Bodies may not be lengthened, shortened, or narrowed.
- 39.3 The silhouette as seen from the front shall remain symmetrical, with no off set being permitted.  
The silhouette as seen from the sides, the front and the back shall remain similar to the original vehicle, with latitude being allowed for repaired accident damage.
- 39.4 All interior trim must be removed.
- 39.5 Vehicles of this type may be re bodied. The process of re-bodying requires the entire outer shell of the vehicle to be separated from the monocoque.
- 39.6 The roof may not be lowered and any hole caused by the fitment off or instance a sunroof in the donor vehicle shall be closed.
- 39.7 The front valance and radiator carrier may be mounted as per space frame regulations.
- 39.8 The internal fender walls and wheel houses may be removed.
- 39.9 The vehicle may be finished by the fitment of either the original plastic bumper or a fibre glass replica of the bumper.
- 39.10 The inner portion of all doors may be removed. In all cases, care must be taken to avoid edges that could cause injury.
- 39.11 The use of shapeless one – piece side sections, typically flat sheet metal, to replace doors and fenders is not allowed.
- 39.12 The body may be removed in its totality and replaced with a replica body shell.
- 39.13 The metal of the body may be replaced with metal or aluminium sheeting not exceeding 1.2 mm for metal and 1.6 mm for aluminium. Where fibre glass is used to replace sections of the external body shell it shall comply with the regulations for the replica bodies described below. In both cases, the repair or replacement shall still resemble the replaced part. In both cases the contours of the body shall be retained. An aluminium sheet, the size of the door below the window aperture, must be fitted. An aluminium sheet must be fitted to the whole roll cage roof area as well.
- 39.14 The removal of the floor pan is permitted, provided that are placement pan is made for the driver's area and the seat and roll cage posts are properly mounted as per the regulations for space frames.
- 39.15 Under trays may be fitted if they do not exceed the under floor area of the engine bay.
- 39.16 The tunnel and part of the fire wall may be modified, using metal with a thickness of 2 mm, when converting front wheel drive to rear wheel drive.
- 39.17 The original floor pan, the interior floor area of the boot and the fire wall, may be strengthened for the purposes of rigidity. The material used for this purpose shall be a square tube not exceeding 15 mm x 15 mm x 2 mm.
- 39.18 All silhouettes, frames and roll cages may not be off set.

**CR40 SPACE FRAME VEHICLES**

- 40.1 The body may consist of a single continuous shell or loose panels. It is recommended that the driver's door be a separate item.
- 40.2 The silhouette, frame and roll cage as seen from the front shall remain symmetrical, with no offset being permitted.
- 40.3 The vehicle may be finished by the fitment of either the original plastic bumper or a fibre glass replica of the bumper.
- 40.4 Vehicles shall in essence retain the same shape and form as the vehicle on which it is modeled and must still be easily recognizable as being such a vehicle.
- 40.5 Bodies are to be secured to the chassis by means of support plates that shall not be more than

2 mm thick. The length and width of these plates are free. These plates shall mount to support pipes or the chassis.

- 40.6 Continuous mounting plates, running the full length of the joint areas are not permitted. It follows that the mountings shall be designed to secure the body work in a safe manner without creating reinforcements.
- 40.7 No ribbing or reinforcing is allowed in any fiber glass body panels or sections, except the boot lid, roof, and bonnet.
- 40.8 Under trays may be fitted if they do not exceed the under floor area of the engine bay.
- 40.9 There shall be a properly reinforced floor pan for the driver's area of the cockpit.

#### **CR41 SPACE FRAME CHASSIS CONSTRUCTION**

- 41.1 The material used to build the chassis and frame shall be suitable steel tubing.
- 41.2 The chassis shall incorporate the following:-
  - 41.2.1 A roll cage as set out in CR 42 below
  - 41.2.2 Properly triangulated mounting points for the suspension, engine and drive train; and
  - 41.2.3 Structural soundness that will with stand the rigors of racing.
- 41.3 The minimum specifications for the materials used to the chassis and frame of Saloon classes are:-
  - 41.3.1 Round Tubing: Minimum 38 x 2 mm
  - 41.3.2 Square Tubing: Minimum 38 x 38 x 2 mm
  - 41.3.3 Roll Cage, Sissy Bars, and all other pipe work on the frame: As per CR 42 below.
  - 41.3.4 MSA ORC may, on terms and conditions it deems appropriate, exempt registered chassis builders from the need to have every vehicle it, the chassis builder, produces inspected.
  - 41.3.5 All silhouettes, frames and roll cages may not be off set.

#### **CR42 ROLL CAGES**

- 42.1 The minimum requirements for roll cages in all classes are:
  - 42.1.1 No roll cage may be off set.
  - 42.1.2 The cage shall have four down (vertical) pipes or legs, two of which must be in front of the driver. The other two shall be behind the driver's seat. Four horizontal pipes fitted at the top of the down pipes shall join the four down pipes to each other.
  - 42.1.3 Two cross braces must be fitted, one in front of the driver, above the steering column, and one behind the driver, supporting the back rest of the seat. This brace shall be just below the shoulder of the driver when seated and shall support the seat belt / harness so that the belts would pull the driver down in to the seat. Should the seat have belt slots the bar shall be mounted at the exit point of the slots.
  - 42.1.4 The roll cage must be reinforced as follows:-
    - 42.1.4.1 Two rear ward facing, down wards loping pipes that mount from the top of the cage to the floor, wheel arch or chassis shall be fitted; and
- 42.2 A cross pipe, that triangulates (from left to right or right to left, top to bottom as viewed from behind the vehicle) either the roll cage down posts or the rear ward facing down ward sloping pipes, shall be fitted. This pipe is in black on the attached drawings.
- 42.3 All joints and seams in the construction roll cage are to be properly mitred (see diagram in regulation CR 29 above) and shall be welded as follows:-
  - 42.3.1 When original, conventional factory built road or semi-space framed vehicles are used -100% in all cases are able areas provided that a gusset is fitted where joints cannot be fully welded; and
  - 42.3.2 When a purpose built chassis is utilized -100%.
- 42.4 The Roll cage itself as described in regulation must be constructed of the following materials:
  - 42.4.1 Cold rolled tubing with a minimum diameter of 38 mm and a minimum wall thickness of 2 mm.
  - 42.4.2 The additional obligatory bracing, as described in regulation CR 42.1.4 above as well further specified bracing shall be of:-
    - 42.4.2.1 Pipe with a minimum diameter of 33 mm and a minimum wall thickness of 2 mm; or

42.4.2.2 Square tubing with a minimum width of 33 mm and a minimum wall t thickness of 2 mm.

42.5 All piping between the various mounting points and joints shall be completely straight, except for the front down pipes or legs of the roll cage which may be shaped in accordance with the profile of the front window, as seen in side elevation. In such case they shall be straight between the floor and the cross brace above the steering wheel and between that brace and the upper horizontals.

42.6 Additional cross pipe bracing may be added to the cage.

42.7 The piping of the cage, constructed as an integral part of a purpose built chassis, maybe shaped to provide a close fit to the body shell. Such cages shall have all the elements of the above chassis as well as additional, triangulated, bracing to reinforce the cage. This bracing is especially required where the cage may have lost some of the strength due to the bends made to obtain a closer fit.



The above sketches are courtesy of the FIA web site and depict the acceptable style of cross bracing (the black pipe) for roll cages. Obviously these drawings assume proper base plates and welding.

#### **CR43 SIDE IMPACT PROTECTION (“SISSY”) BARS**

43.1 Two sissy bars, fitted horizontally, on the inside of the two front doors, must be fitted between the two down pipes or legs of roll cage and affixed to the roll cage.

43.2 The sissy bars must be a minimum of 50 mm apart. A minimum of one vertical support pipe, in the centre of the sissy bar is compulsory. The sissy bar may not protrude past the roll cage down bars. The sissy bar shall preferably follow the contour of the door, especially on the driver’s side.

43.3 Sissy bars shall be fitted in such a manner that the competitor’s hips and knees are completely protected when he is strapped in to his seat. In order to achieve this the top horizontal bar must be in the middle of the door, as measured from the floor sill to the bottom of the window aperture. The sissy bars must be constructed so that the internal / external bumper of a competing vehicle would collide with the sissy bar in the even to fat T-bone type collision.

43.4 The sissy bar shall have two vertical supports, welded or bolted to the sill or the chassis, spaced so that they divide the area between the back of the seat and the front lower corner of the driver’s side door in to three equal areas.

43.5 The sissy bars may be replaced by across arrangement, securely welded together at the cross over point. The cross shall be installed in such a fashion that the top ends are in line with the top of the door panel. The bottom ends shall be at least 75 mm above the sill height. The cross point shall be gusseted with 2 mm plate for a distance of 100 mm from the cross over point.

#### **CR44 GLASS – WINDOWS AND LIGHTS**

44.1 All windows, except the front windscreen, shall be removed for vehicles competing on tar.

44.2 Windscreens are not permitted on dirt. At least one brace running from the top to the bottom of the window aperture, with a minimum diameter of 20 mm (round pipe), 25 mm X 3 mm Flat bar.

44.3 If window or windscreens are fitted, only laminated windscreens will be permitted with additional duct tape or metal brackets securing the four corners being compulsory. No cracked windscreens will be allowed if visibility is in anyway affected.

44.4 All glass and /or plastic indicators or lights shall be removed from the body of the vehicles that participate in racing where contact is permitted. They may be retained for non contact racing but shall be properly secured.

44.5 The rear side windows may be replaced with side-panels of clear lexan or poly carbonate. The panels must however remain transparent, without sign writing or advertising, other than the competitor's surname and a regional or club logo. The number may not be fitted here.

**CR45 COOLING SYSTEMS**

- 45.1 Radiators shall be mounted within the engine compartment of vehicles participating in tar events.
- 45.2 The radiators of vehicles participating in dirt events may be moved within the engine bay or may be mounted elsewhere provided that:-
  - 45.2.1 The fitment of the radiator does not obscure the driver's rear ward or sideways vision;
  - 45.2.2 The fitment of the radiator would not hamper the extraction of the driver from the vehicle in the event of an accident and shall be screened as set out in CR-A 32.2 above;
  - 45.2.3 All piping to and from the radiator, other than the joints and the over flow pipes shall be of steel. The pipes must be mounted on the floor between the fire wall and the radiator. All joints are to be enclosed by a rubber sock and all hoses are to be double clamped or cladded.
  - 45.2.4 The radiator is covered on three sides with the open side being the side furthest from the competitor.
  - 45.2.5 Steps are taken to ensure that the water and steam associated with ruptured pipes or radiators vent down wards and away from the competitor.
- 45.3 No on board radiator spraying, for cooling purposes, is permitted.

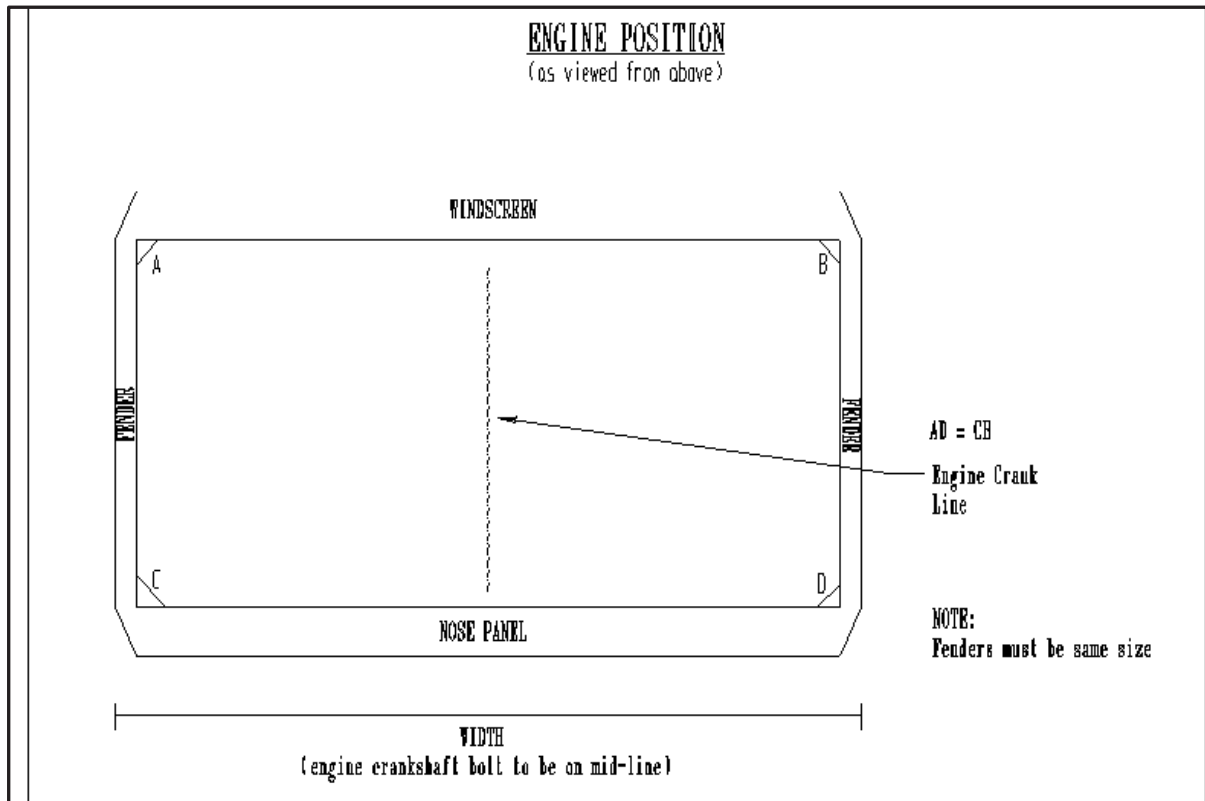
**CR46 TRACK / WHEELBASE / ENGINE PLACEMENT**

- 46.1 Track and wheel base are free within the confines of what is allowed in terms of suspension regulations and restrictive class regulations. However all four wheels of the car must fit within the body of the car, which in turn must comply with the maximum dimensions of the vehicles asset out in the appendices for the three classes. No part of the vehicles may be outside the total width and length as published. Competitors are urged to take special care of the outside front wheel of their car when checking for compliance with this rule.
- 46.2 Engines may be tilted (by up to 20° from standard) provided all other position regulations are complied with.
- 46.3 Due to the difficulties in obtaining a true measuring point the placement of the engine will be measured from the centre line of the wheel base. Each of the class regulations will specify the forward distance between the centre lines of the wheel base to the lower front edge of the bell housing. The calculation would be made as follows.

<b>EXAMPLECALCULATION (all measurements in cm)</b>	
Wheel base of particular vehicle (average of two sides).....	.....238.00
Therefore 50% of wheel base.....	.....119.00
Add forward distance per individual class rules.....	.....78.00
Subtotal.....	.....197.00
Deduct tolerance.....	.....-5.00
<b>Minimum distance from axle centre line to the lower front edge of the bell housing.....</b>	<b>.....192.00</b>



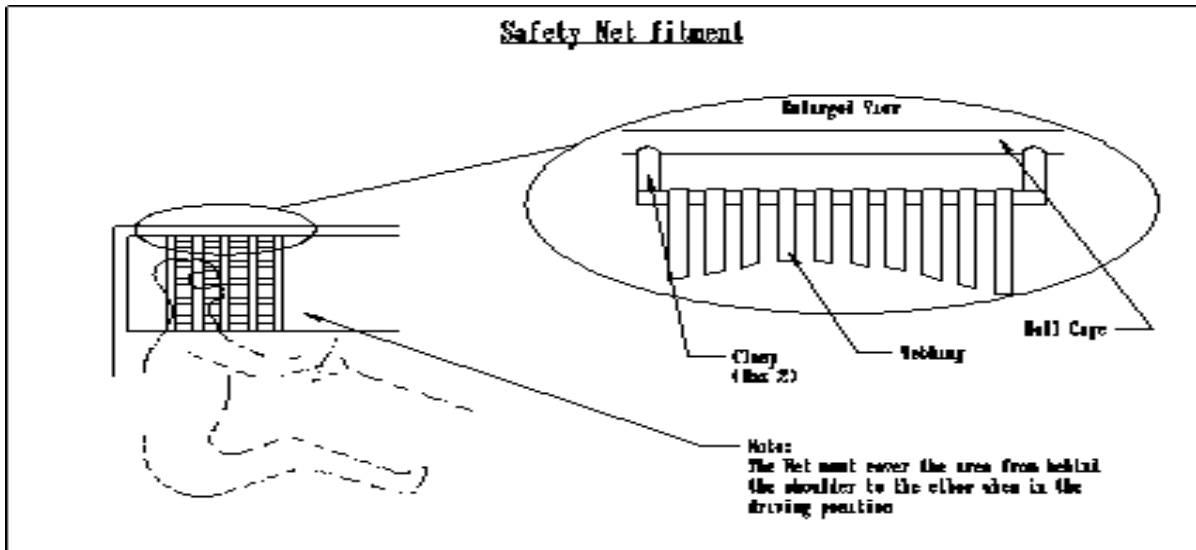
46.4 In all front engine, rear wheel drive applications the centre of the crank shaft shall be on the centre line of rear wheel drive vehicles. A tolerance of 50 mm is permitted. See sketch below for means of measurement.



Wheelbase is the horizontal distance between the center of the front wheel, and the center of the rear wheel.

**CR47 WINDOW NETS**

- 47.1 Window nets are optional. If fitted they shall comply with the following regulation.
- 47.2 Window nets shall be made of either:-
  - 47.2.1 Non inflammable webbing with a minimum width of 25 mm and a maximum width of 35 mm that has been properly woven and stitched together in a block pattern, with gaps of no more than 75 mm;
  - 47.2.2 Non-inflammable cord with a diameter of 2 mm that has been properly knotted together with gaps of no more than 60 mm. The woven cord shall be stitched into webbing or other suitable material and affixed to the vehicles via properly reinforced eye lets.
- 47.3 Window nets shall cover:
  - 47.3.1 The full window area from top to bottom
  - 47.3.2 From the edge of the seat at the driver's shoulder to his elbow, measured with the driver seated at the controls with his hands on the steering wheel.
- 47.4 The net shall
  - 47.4.1 Be firmly mounted into place using suitable using luggage clips;
  - 47.4.2 Mount to the roll cage and sissy bar in the window space—top and bottom
  - 47.4.3 Not be affixed to the release mechanism by parcelastic, rope sorcableties.
- 47.5 When a safety net is installed, it must still be possible to open / remove the door or remove the safety net in an emergency. Safety nets are not compulsory.



**CR48 BRAKE LIGHT**

- 48.1 The brake light shall be operational at all times.
- 48.2 One rearward facing red brake light must be fitted in the rear window space. The lens of the light shall be at least 50 mm in length or diameter and must be intact. The lights may be replaced by a non-flashing LED of at least 200 mm in length.
- 48.3 The brake lights / tail amps must operate by a standard pedal operated switch. No other switches or modifications are allowed. The bulbs must be effective.
- 48.4 As a general rule brake lights may not be fitted in the body work of the vehicle.
- 48.5 Care must be taken during the installation of the lights in order that flickering and malfunction may be minimized.

**CR49 WHEEL AND BODY PROTECTOR**

- 49.1 A wheel and body protector, fitted between the front and the rear wheel sat sill height, maybe fitted.
- 49.2 The wheel and body protector shall be straight. In other word sit may only curve in wards once a teach end when it mounts.
- 49.3 The thickness of material used must not exceed 2 mm. The protector may not protrude more than 30 mm beyond the wheel and must **be flush** with the body work.
- 49.4 All leading and trailing edges to be smooth and angled back to the sill unless incorporated into the wheel arch.
- 49.5 No straight round pipe sections are permitted, as these must be rounded back to the chassis / mounting point.

**CR50 RESERVED**

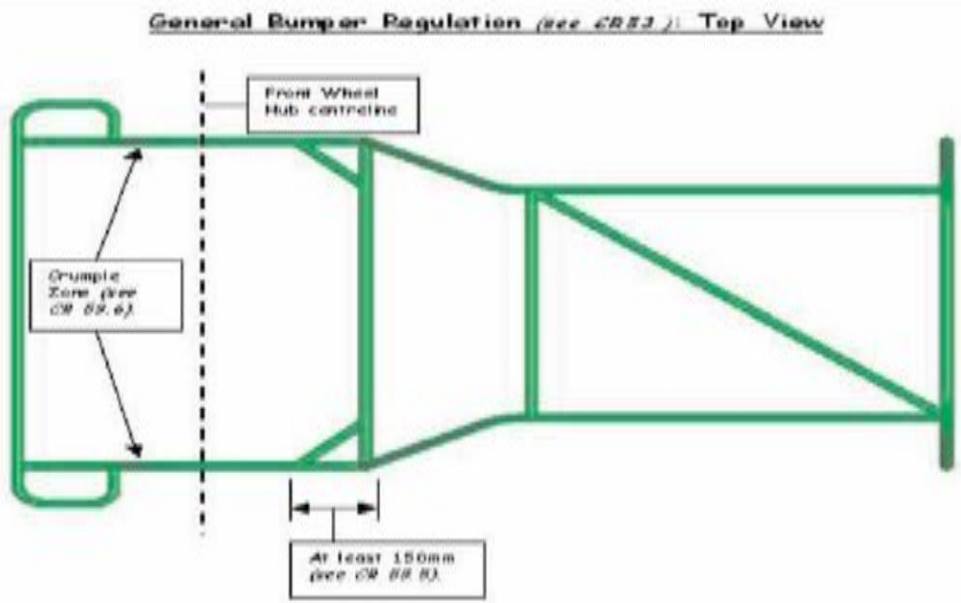
**CR51 RADIATOR PROTECTION**

- 51.1 All vehicles shall be allowed a radiator protection bar that may be fitted either above or below the bumper if the radiator is fitted in the front of the vehicle, ahead of the engine.
- 51.2 The bar shall have no more than 4 mounting points.
- 51.3 The bar may in addition form an integral part of the radiator cradle and / or the bumper system.
- 51.4 The bar and all mounting pipes shall be made of round pipe with a maximum size of 38 x 2 mm.

**CR52 GENERAL BUMPER REGULATIONS**

- 52.1 Bumpers are considered to be an integral part of the structure of the vehicle and are compulsory. Please refer to the attached sketches.

52.2 T  
 52.3 T  
 52.4 T  
 52.5 T



cm above ground level for di  
 regulations the bumper shall be  
 horizontal) is fixed. The bur  
 cage pipes on the  
 driver's side of  
 the vehicle. It is  
 against ressed  
 that the bumper  
 mounting must be  
 braced where it  
 mounts onto the  
 roll cage.  
 The shall be hori  
 zontal. The  
 shall be between  
 the roll cage down  
 pipes and the  
 wheel hubs. The  
 support may be  
 braced vertically

- in space frames and semi space frames.
- 52.6 The path of the bumper mounting pipe may be broken by the suspension turrets.
- 52.7 All bumpers shall be constructed in accordance with the specifications for each class.
- 52.8 The bumper mounting pipes may not exceed the thickness of the roll cage pipes they mount onto.
- 52.9 The scrutineer, technical consultant and the Race Controller may, as a body, in struct the removal of any bumper arrangement that is regarded as being beyond the spirit of the regulations.
- 52.10 No dual bumper systems are allowed. In other words – If contact is permitted in the class to be raced an election must be made between fitting an internal bumper or an external bumper, but not both!
- 52.11 Bumpers must have rounded ends. No sharp points or edges are allowed.
- 52.12 All elements of the chassis shall end 100 mm inside the body work, front and back. Unless otherwise stated only the bumpers and the wheel and body protectors may be hard up against the inside of the body. The chassis may not be used as or be part of a bumper system.
- 52.13 No bumpers may be reinforced with gussets. The main bumper pipe may have a body mounting plate attached to it. No additional reinforcing shall be permitted.
- 52.14 No standard, original equipment steel bumpers are allowed.
- 52.15 The only material used for the construction of the bumpers, their support pipes and mounting points **SHALL** be round tube with a maximum OD of 38 mm having a maximum wall thickness of 2 mm.
- 52.16 Bumpers must be fitted and fashioned in such way that it is possible for a scrutineer to check compliance with these regulations. Similarly all cosmetic covers that are constructed over any portion of the bumpers or their support pipes shall be capable of removal for the purposes of scrutiny.
- 52.17 Bumpers may not be connected extended to form wheel arch protections as these are expressly prohibited. As wheel arch protection pipes are not permitted it follows that bumpers cannot mount to them.
- 52.18 All vehicles are allowed to fit plastic or fibre glass bumper covers to improve the aesthetic appearance of the vehicle, subject to the following:-
  - 52.18.1 A single original non-metal or replica bumper cover is permitted front and back.
  - 52.18.2 Replica covers from another vehicle may also be used.
  - 52.18.3 The cover shall be the original manufactured plastic bumper cover or it shall be a replica made of fiberglass.
  - 52.18.4 The cover shall not be reinforced and shall not be more than 4 – mm thick and shall be removable.
  - 52.18.5 The cover must be properly secured to the internal bumper of space frames / semi space frames and shall be fitted with standard bumper brackets and the standard stiffener in original road going vehicles. In the latter case addition al bolts on to the stiffener / body / brackets must be introduced to prevent loss of the bumper.

**CR53 INTERNAL BUMPER REGULATIONS**

- 53.1 The horizontal element shall be placed within the verticals pacing zone of the vehicle’s original bumper.
- 53.2 The bumpers shall be shaped in accordance with the shape of the vehicle and shall be mounted flush against the inside of the body.
- 53.3 The bumpers shall be allowed to mount to the chassis of the vehicle and do not require bolts.
- 53.4 The triangulated construction of the chassis shall end at least 100 mm away from the bumper.
- 53.5 It is recommended that a body panel / bumper cover mounting plate is fitted to the bumper bar.
- 53.6 It is highly recommended that competitors take steps to aid the swift removal of the ends of the bumper bars in the event of them being pushed on to the wheel.

**CR54....EXTERNAL BUMPER REGULATIONS – CLASSES PARTICIPATING CONTACT RACING**

- 54.1 These bumpers are only permitted on vehicles participating in races where contact is allowed.
- 54.2 All bumpers must be attached to their mounting and support pipes by bolts or by welding. The bumper must be connected to the mounting pipe as specified by means of a flange.
- 54.3 The space between the bumper and the body work, measured from the nearest point of the body to the inside of the bumper may not exceed 50 mm, front and back of the vehicle. The maximum space measured, as above, shall be 30 mm in respect of the sides of the vehicle.

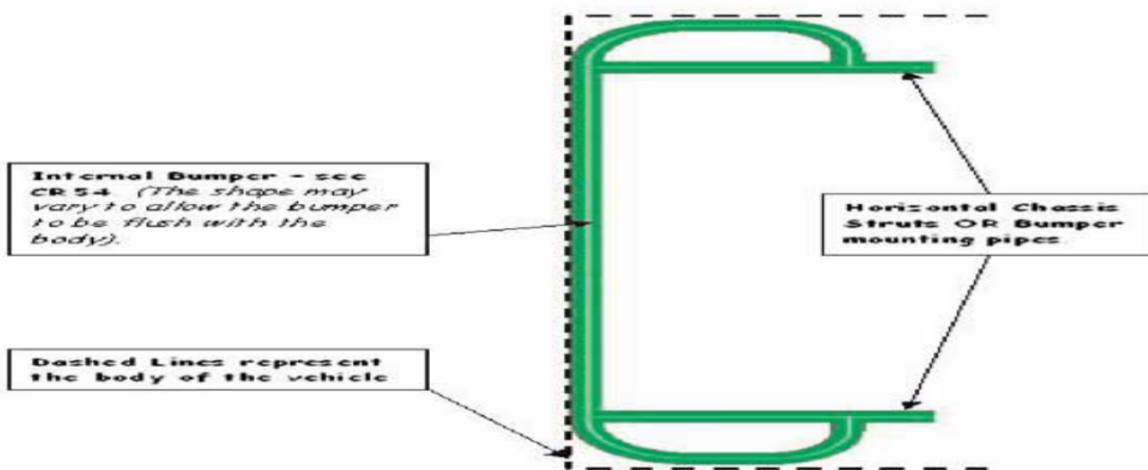
Vertical spacing zone of internal bumper:



Do Class regulations stand on their own?

The class regulations are not stand alone regulations—in each case the general vehicle regulations, the engine building regulations and the safety standards apply. In respect of saloon classes the general saloon regulations also apply. Micro midgets and Junior Midgets are sufficiently different to warrant their own regulations.

**Internal Bumper: Top View**



### **WHAT APPLIES IF THERE IS A CONTRADICTION?**

While every effort has been made to avoid conflicting regulations the following shall apply in the event of a conflict between the various regulations:-

- If the conflicting regulations concern a performance related issue the specific class regulations will apply;
- If the conflicting regulations concern the way an engine is built the relevant engine building regulations will apply; and
- If the conflicting regulations concern safety class regulations will defer to the safety standards, then the construction regulations and then the general regulations will apply.

In order to clear up any confusion between Dirt and Tar based racing it is specifically stated that all these regulations apply equally to both facets of oval racing. Where a whole class exists only on one or the other facet the regulations will say which facet it applies to. Where the class is active in both facets the facet specific regulations will be clearly marked in CAPITAL LETTERS, directly after the numbering.

### **WHAT ARE THE SO CALLED VARIABLE REGULATIONS?**

This is a section that is found at the end of each class. These variable regulations deal with matters such as weights and tyres that could be changed to address performance issues in the classes.

### **INTERPRETATION OF REGULATIONS AND SPECIFICATIONS**

The following GCR is the basis to interpreting all the regulations that apply to motorsport.

**GCR226 states: In interpreting motorsport regulations and specifications “what is not specifically permitted is disallowed” is the normal concept in keeping with the French regulations on which all motor sporting regulations are based. This means that you may only do something if the rules say you may. Competitors and officials alike shall adopt the following principle when reading and applying the rules: They should only be concerned with the normal plain meaning of the word in of the regulations and shall pay no attention to any claim as to what the regulations were intended to mean.+**

## **CLASS REGULATIONS STOCK RODS.**

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### **SR (D) 1 DESCRIPTION**

- 1.1. This is seen as an introductory class as well as a junior class. The minimum age for participation in this class is 10 years. When used as an introductory class it excludes experienced campaigners from participation in this class. When used as a junior class it provides a home for youngsters to race until they are eligible to go to other classes. Importantly any youngster who participates in even one race in another class cannot return to this class. Seasoned competitors may not race in this class.
- 1.2. This class is for TAR CIRCUITS ONLY.
- 1.3. The class is for saloon cars and monocoque construction light delivery vehicles (“bakkies”) with a maximum engine capacity of 1660cc.
- 1.4. The vehicle shall comply with the general vehicle rules (CR 1 to CR 15), the safety regulations (CR 20 to CR 36) and the Construction regulations applicable to saloon vehicles (CR 37 to CR 55).
- 1.5. Should a competitor experience problems regarding availability of parts to repair damage or otherwise, he / she can make a written recommendation to the controllers for a directive for that specific vehicle. The reason for this regulation is that it is accepted that the class may become the home of various vehicles where spare parts are potentially a problem. Competitors are cautioned to ensure that they ask before they do—as the fact that you have already done so will not be a reason for allowing what was done.
- 1.6. The concept of the class is that the donor vehicle is raced as a unit. Competitors should choose the donor vehicle carefully.
- 1.7. Please pay careful attention to the definitions contained in CR 1 as these regulations refer to those definitions. The specific reference has an enormous impact on the parts that can be used.

### **SR (D) 2 CHOICE OF VEHICLES AND COMPONENTS / PARTS**

- 2.1. Any vehicle, that in original form was equipped with an engine with 4 or less cylinders and a capacity of 1600 cc or less, is permitted provided it complies fully with the regulations for Original road going vehicles / original manufacturer body vehicles as described in CR 1, CR 37, CR 38 and CR 39. Please again pay attention to the requirement of 1.6 above – if the vehicle was produced with a 3 cylinder engine it must be raced with that same three cylinder engine.
- 2.2. When bakkies are used the roll cage should still have the 6 main points as referred in CR 43.
- 2.3. Unless specifically permitted all parts used in the vehicle shall be vehicle specific standard parts.

### **SR (D) 3 DIMENSIONS AND WEIGHT**

- 3.1. The original road going vehicles shall comply with the dimensions of the relevant make and model set out in the Auto Data Digest with a tolerance for accident repairs accepted.
- 3.2. Weight—The vehicle must comply with the variable regulations below. Minimum weight for car and driver in this class is 800Kg.

### **SR (D) 4 VEHICLE CONSTRUCTION**

- 4.1. Front and rear wheel drive permitted. No conversion from front wheel drive to rear wheel drive (or vice versa) is allowed.
- 4.2. No engine off set is allowed.
- 4.3. Engines are to be fitted in their original positions. The mountings may be made solid.
- 4.4. Fire walls may not be cut to accommodate modifications.

### **SR (D) 5 SAFETY CONCERNS**

- 5.1. The vehicle and driver must comply with each and every general safety regulation – see CR 20 to CR 36.
- 5.2. When using a bakkie the rear ward facing, down ward sloping mountings of the roll cage shall mount in line with the rear axle or rear ward thereof.



## **CLASS REGULATIONS STOCK RODS.**

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### **SR (D) 6 BUMPERS**

- 6.1. Only internal bumpers are allowed.
- 6.2. Bumpers may not be wider than the distance between the wheels from side to side.

### **SR (D) 7 STEERING AND SUSPENSION**

- 7.1. The vehicle must comply with CR 8. Please note that certain aspects of CR 8 are regulated by these regulations.
- 7.2. Only vehicle specific standard parts are permitted. Only South African made Gabriel or Armstrong shock absorbers or replacement shock absorbers sold under proprietary or house brand labels by distributors such as Alert, Midas and Auto zone are allowed. The shock absorbers shall not be altered in any way. It stands to reason that shock absorbers purchased from the spares counter of the vehicle manufacturer are permitted.
- 7.3. Only vehicle specific standard steering racks and steering boxes as fitted to the donor vehicle are allowed. No quick ratio version is allowed.
- 7.4. The suspension at the left front wheel may be slotted, top or bottom, for the purpose of adjusting camber only.
- 7.5. No adjustable shock absorbers are allowed. No coil over shocks are allowed. No rose joints are allowed.
- 7.6. The suspension shall remain standard, but for the modifications specifically allowed in these regulations.
- 7.7. Original equipment coil and blade springs can be reduced / cut to lower vehicle. Shimming is also permitted. No specially made up springs or racing springs permitted.
- 7.8. The suspension may not be adjustable, meaning that a spring would need to be changed or shimmed to changed the length or rate.

### **SR (D) 8 WHEELS AND TYRES**

- 8.1. Only South African manufactured 13', 14' or 15' road legal tyres to a maximum tread width of 205 mm are permitted.
- 8.2. Standard rims may be replaced with other rims to a maximum of 8.0 J.
- 8.3. No wheel spacers or wheel adapters allowed.

### **SR (D) 9 BRAKES**

- 9.1. Brakes shall comply with CR 10.
- 9.2. Only vehicle specific standard parts are permitted. This applies to the complete braking system.
- 9.3. Brakes shall remain standard, meaning that the brakes the donor vehicle came with are the brakes to be used.
- 9.4. No modified pedal boxes or brake bias devices are permitted.
- 9.5. Master cylinders must remain as per the donor vehicle.

### **SR (D) 10 ENGINE**

- 10.1. The maximum total engine capacity is 1660 cc but engines may only be over size by 1.02 mm, not withstanding manufacturer's specifications that permit a greater oversize. This also means that the stroke of the engine may not be changed nor may the piston be changed
- 10.2. Parts used shall be brand specific standard parts. Items such as pistons, crank shafts, connecting rods, valves, timing gear and valve drive components shall be vehicle specific standard parts.
- 10.3. The engine may not have more than 4 cylinders. Engines may not have more than 8 valves.
- 10.4. The cylinder head and engine block must be used in combination as fitted to an original vehicle.
- 10.5. Cam shafts and valve springs are free. Single or double valve springs may be used.

## **CLASS REGULATIONS STOCK RODS**

- 10.6. Valves and pistons must be identifiable by the manufacturer's identification marks.
- 10.7. Degree camshaft pulleys are not allowed.
- 10.8. Vernier gears are not permitted.
- 10.9. No slotting on standard pulleys allowed.
- 10.10. Slotting on the camshaft or crankshaft is not permitted.
- 10.11. Intake and exhaust manifolds are to remain standard.
- 10.12. Intake and exhaust ports on the cylinder head are to remain standard. No port matching allowed.
- 10.13. Valve guides are to remain standard.
- 10.14. Electric water pumps are not allowed.
- 10.15. Balancing of engine parts are allowed, No knife edging are allowed. Please note that the provisions of CR 16.3.15.
- 10.16. Any other aspect of the engine not mentioned here shall be in accordance with the stock engine specifications as set out in CR16.
- 10.17. It is again stressed that the engines shall remain near standard and modification should not be the norm.
- 10.18. The Nissan A15 engine may be used in the 1400 ldv.120Y,140Y,160Y and in the 1200 GX. A14 and A15 engines may not be fitted with SU type carburetors.

### **SR (D) 11 TRANSMISSIONS**

- 11.1. Gearboxes, clutches (in respect of drive plate, pressure plate and release bearing), and differentials shall be brand specific standard parts.
- 11.2. Flex plates are not allowed. Fly wheels to remain standard.
- 11.3. On front wheel drive vehicles a gearbox of the same make and brand can be interchanged to accommodate ratio problems e.g. A VW Golf gear box can be fitted to a VW Polo or visa versa.
- 11.4. On rear wheel drive vehicles the gearbox can be interchanged. (Ford to Ford). On rear wheel drive the complete axle housing shall remain as per the donor vehicle. The ratio of the differential may be changed with the use of components from the same make of vehicle or differential.
- 11.5. In order to level the playing field either the ratio in the gearbox or the differential– but not both -may be altered from the standard specifications of the donor vehicle, by using components described above.
- 11.6. No limited slip differentials are allowed.
- 11.7. Differentials may be locked.

### **SR (D) 12 EXHAUSTS**

- 12.1. Branches are allowed, the maximum outside diameter of the branch may not exceed 38mm.It is specifically recorded that the only reason for this exception is that certain car engines came with a branch as standard.
- 12.2. The exhaust manifold and the down pipe may remain as fitted to the donor vehicle in original road going form. Free flow systems after the end of the manifold are permitted.
- 12.3. The maximum outside diameter of the exhaust pipe beyond the end of the down pipe is 45 mm.
- 12.4. The exhaust pipe shall end just before the rear axle and shall have a bend that takes the end down wards and importantly away from fuel tanks and fuel lines.
- 12.5. Any other aspect of the exhaust not mentioned here shall be in accordance with CR 9 and CR 33.
- 12.6. The vehicle must have a silencer.

### **SR (D) 13 BODY**

- 13.1. No steel plates are allowed to reinforce the rear of the vehicle.

## **CLASS REGULATIONS STOCK RODS**

- 13.2. Body parts can be replaced with fiberglass body panels resembling the original shapes of the manufacturer.
- 13.3. Wheels shall remain within the body.
- 13.4. Tail gates shall be secured so that they do not come loose in a race and especially not in the case of a collision.
- 13.5. Bodies are to remain standard. Fibre glass bonnets, doors, fenders and boot lids may be used, providing it bolts to the cars original mounting points similar to the original parts.
- 13.6. CR 38 and CR 39 apply.

### **SR (D) 14 WINGS**

- 14.1. No wings are permitted.

### **SR (D) 15 FUEL INJECTION / CARBURETION**

- 15.1. Only pump fuel is allowed. No methanol, ethanol or toluene allowed.
- 15.2. Fuel injection is not permitted.
- 15.3. Carburetion can be altered to fit up to a 38DGAS Weber carburetor. Chokes may not exceed 28 mm on all twin choke carburetors.
- 15.4. No air intake ducting will be allowed.
- 15.5. Adaptors may be used to fit cone type air filters. The filter may not be mounted more than 200 mm from the carburetor.

### **SR (D) 16 IGNITION AND ENGINE MANAGEMENT**

- 16.1. After market ignition systems are not allowed, TP 100 is allowed.

### **SR (D) 17 NUMBER PLACEMENT**

- 17.1. Please see CR 3.
- 17.2. It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white background. The size of the numbers shall be 300 mm high with a stroke of 50 mm.
- 17.3. The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).

### **SR (D) 18 APPENDIX "A" / VARIABLE REGULATIONS**

- 18.1. The weight of the vehicle including driver shall be 800 kg.
- 18.2. Ballast may not be fitted inside the cockpit, nor may it be outside the vehicle.

### **SR (D) 19 SPECIFIC PERMISSIONS**

- 19.1. None

## **CLASS REGULATIONS- 1660 SALOONS.**

### **SSS 1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16 years.
- 1.2 The choice in respect of the type of car construction is free.
- 1.3 The vehicle shall comply with the general vehicle rules (CR 1 to CR 15), the safety regulations (CR 20 to CR 36) and the Construction regulations applicable to saloon vehicles (CR 37 to CR 55).

### **SSS 2 CHOICE OF VEHICLES AND COMPONENTS / PARTS**

- 2.1 In order for the vehicle, engine or any component thereof to be used 5000 of the particular make and model (reasonable face lifts included) had to be sold internationally. The onus is on the entrant to prove the source and history of a vehicle or component.
- 2.3 Through out reference is made to standard parts or components. Please see CR 1.5 above. For clarity this means that when the rules for this class specify a standard part it may be from any vehicle that complies with this choice criteria and need not be a combination with the body shell or engine. In other words if a Nissan engine is used you may use a Ford brake rotor, a BMW brake caliper and a Toyota gearbox– provided each of the donor vehicles complies with SH 2.1.

### **SSS 3 DIMENSIONS AND WEIGHT**

- 3.1 The original road going vehicles shall comply with the dimensions of the relevant make and model set out in the Auto Data Digest with a tolerance for accident repair accepted.
- 3.2 Semi space frames and space frames (on tar) shall not exceed a length of 5 meters and a width of 2 meters.
- 3.3 Weight – The vehicle must comply with the variable regulations at SH 18.

### **SSS 4 CAR CONSTRUCTION**

- 4.1 See CR 36 to CR 38.
- 4.2 RESERVED
- 4.3 Space frames are permitted – This means Original road going vehicles and semi space frames are permitted and are allowed to make the same modifications that are permitted for space frames, subject to generally specified safety standards.
- 4.4 Front and rear wheel drive permitted. However if a car has been converted from front wheel drive to rear wheel drive it is regarded as a semi space frame and is permitted.
- 4.5 This is a saloon class and therefore the vehicle shall comply with the general regulations for saloon classes.

### **SSS 5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation – see CR 19 to CR 35.

### **SSS 6 BUMPERS**

- 6.1 Only internal bumpers may be fitted.

### **SSS 7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with CR 7.
- 7.2 Only South African made Gabriel and / or Armstrong shock absorbers may be used. No modifications are allowed to the shock absorbers. Coil overs are allowed.
- 7.3 Power steering is permitted.
- 7.4 Double wishbone suspensions are permitted.
- 7.5 Front wheel drive space frames are permitted. Only solid rear axles are permitted. No independent rear suspensions are allowed.

## **CLASS REGULATIONS- 1660 SALOONS.**

### 7.4 The following suspension rules apply:

- 7.4.1 Only standard components specific to the vehicle used are permitted front and rear.
- 7.4.2 The suspension must be mounted to the original position and may not be supported / strengthened by pipe work.
- 7.4.3 On the inside front the following modifications are permitted:-
  - 7.4.3.1 A tolerance of 25 mm from the standard wheel base is permitted.
  - 7.4.3.2 Camber is free.
  - 7.4.3.3 The standard anti roll bar / tie rod / bush may be modified.
- 7.4.4 On the outside front the following is permitted:-
  - 7.4.4.1 The track rod may be extended by up to 25 mm.
  - 7.4.4.2 The steering rack arm (end) may be extended by up to 25 mm.
  - 7.4.4.3 The standard anti roll bar / tie rod / bush may be modified.
  - 7.4.4.4 Negative camber is permitted.
- 7.4.5 Rose type joints are permitted.

### 7.5 **Suspension.**

- 7.5.1 Steering racks / boxes are free.
- 7.5.2 Suspension design is free..
- 7.5.3 The use of rose type joints is permitted.
- 7.5.4 Suspension may be designed with an off set.
- 7.5.5 A maximum of 6 links may be used on the rear suspension and must be of the live axle type if rear wheel drive issued.
- 7.5.6 Wish bone type suspensions are allowed in this class.

## **SSS 8 WHEELS AND TYRES**

- 8.1 The vehicle must comply with CR 4 to CR 6.
- 8.2 Tyre and wheel restrictions:
  - 8.2.1 Maximum wheel diameter is 15"
  - 8.2.2 Maximum tyre width 205 mm.
- 8.3 **Tyre choice: A road legal tyre within the above sizing must be used from July 2014. No semi slicks will be allowed after this date.**
- 8.4 A total maximum of 6 tyres allowed per event.

## **SSS 9 BRAKES**

- 9.1 The vehicle must comply with CR 9.
- 9.2 Only standard components are permitted at the wheels. The brake calipers are restricted to single pot and two pot types.
- 9.3 The master cylinder is free. Twin master cylinders are permitted.
- 9.4 Drum brakes maybe converted to disc brakes.
- 10.2 The following shall apply:
  - 10.2.1 To rear wheel drive vehicles – the rear face of the engine block must be at least 78 cm forward of the centre line between the front and rear axles. See CR 46 above.
  - 10.2.2 To front wheel drive vehicles – the engine shall fit in the standard position.
- 10.3 The maximum capacity of the engine shall be 1660cc.
- 10.4 The engine shall have no more than 4 cylinders with no more than 2 valves per cylinder. Engines with a capacity below 1450 cc shall be allowed to have 4 valves per cylinder. Engines with a capacity below 1550 cc but above 1451 cc shall be allowed 3 valves per cylinder.
- 10.5 The engines must be built in terms of the modified engine regulations to be found at CR 16 above.
- 10.6 Only wet sump lubrication allowed.

## **SSS 11 TRANSMISSION**

11.1 The vehicle must comply with CR 10

## **CLASS REGULATIONS- 1660 SALOONS.**

11.2 Only standard gear boxes are permitted.

11.3 Gear ratios are free but no straight cut gears are permitted.

11.4 Any standard differential and axle is permitted.

11.5 Limited slip type differentials are not permitted. Only standard or locked differentials permitted.

11.6 Differential gear ratios are free.

11.7 Flex plates are not permitted.

11.8 The original cast iron flywheel or are placement steel / aluminium fly wheel is permitted.

11.9 Whilst the ratios of the gear box and differential are described as being free it must be understood that the freedom applies only to the actual numeric relation between the parts and does not mean that the choice of parts is not prescribed. The regulation permits the use of differing components but each of the must come from a vehicle that would comply with SH 1. The internals of the gear box and differential must be standard original equipment parts. This means that no purpose made race parts or straight cut gears are permitted.

## **SSS 12 EXHAUST**

12.1 Refer CR 8 and CR 32.

## **SSS 13 BODY**

13.1 Body work shall comply with CR 37 and CR 38.

13.2 Oval Dirt only – Fibre glass panels may be used, excepting the roof.

## **SSS 14 WINGS**

14.1.1 **Wings are permitted.**

## **SSS 15 FUEL / INJECTION / CARBURETION**

15.1 Pump fuel, race fuel, LL 100 or methanol is permitted.

15.2 Carburetion is limited to a pair of side draught carburetors, with a maximum throttle body diameter of 40 mm.

15.3 Fuel injection may be used with a local management system. The original single throttle body fitted to the engine must be retained. The manifold may be ported and a single throttle body of maximum 60mm. may be fitted to the original manifold.

## **SSS 16 IGNITION / ENGINE MANAGEMENT**

16.1 Any standard distributor may be used.

16.2 A standard electronic ignition may be fitted.

16.3 Any local engine management system may be used for fuel and ignition management.(Dicktator, Splitronic, Mr.Turbo, Gotech, Etc.)

16.4 A MSD may be fitted if the stock engine option is utilized.

## **SSS 17 NUMBER PLACEMENT**

17.1 It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white background. The size of the numbers shall be 300 mm high with a stroke of 50 mm.

17.2 The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).

## **SSS 18 APPENDIX“A”-VARIABLE REGULATIONS**

18.1 Minimum Weight, Including the driver: 800kg.



## **CLASS REGULATIONS- 1660 SALOONS.**

### **SSS 19 SPECIFIC PERMISSIONS**

- 19.1 The Datsun / Nissan A15 engine is permitted for use.
- 19.2 The cylinder head may be substituted with another cylinder head from the same manufacturer's brand. This is clarified to mean that any cylinder head of the same manufacturer's brand as the cylinder block can be interchanged as long as the cylinder head and the cylinder block comply with the engine units criteria set out above and absolutely no modification is required on either the block or the head to fit the cylinder head. The bolt pattern of the head and the block must be identical. If a cylinder head is substituted the substitute head must have the same camshaft and Valve configuration as the cylinder head originally fitted. Cross flow heads may be substituted for reverse flow heads and vice versa.
- 19.3 A specific permission is granted for the BMC / Leyland Mini to participate in this class with the following restrictions:
  - 19.3.1 The vehicle may only be run in original manufacturer body configuration;
  - 19.3.2 A single 45 mm throttle body carburetor must be fitted;
  - 19.3.3 Carburetor choke tubes may not exceed 38mm;
  - 19.3.4 The cylinder head must be a 5 port head;
  - 19.3.5 The weight shall be 650 kg including the driver; and
  - 19.3.6 The vehicle must have a Leyland / BMC Mini engine.
  - 19.3.7 Should the vehicle fail to comply with any one of the above specific restrictions it will be permitted to race at a weight of 800 kg.

## **CLASS REGULATIONS- 2 LITER HOT RODS.**

### **2LHR 1 DESCRIPTION**

**This class will now be known as the 2 Liter Hot Rod class.**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16 years.
- 1.2 This class is for Tar Saloon cars with a 2.0 liter Ford Pinto SOHC engine where standard bodies, semi space frames and space frames may be used.
- 1.3 Please note that this class previously bore the name 2Litre Hotrods. (Pinto's)

### **2LHR 2 CHOICE OF VEHICLES AND COMPONENTS**

- 2.1 Any Saloon, GT or Coupe type car or body of which a minimum of 500 have been sold in South Africa may be used.
- 2.2 Any standard drive train, cooling, axle or brake component maybe used provided that the donor vehicle complies with 2.1 above.
- 2.3 Only rear wheel drive vehicles are permitted.
- 2.4 Only Ford 2.0litre Pinto SOHC engines may be used. Gear boxes must be Ford.
- 2.5 Any reference to standard parts in respect of the engine shall refer to Ford production parts or accepted commercial aftermarket parts specifically for the **Ford 2.0litre Pinto SOHC engine** and **NOT** competition parts or parts from other engines. References to standard measurements shall mean the measurements of the standard component for the **Ford 2.0litre Pinto SOHC engine** and **NOT** competition parts or parts from other engines
- 2.6 Any reference to standard parts in respect of the rest of the vehicle shall refer to production parts or accepted commercial aftermarket parts for a **vehicle described in HR-T 2.1** and NOT competition parts.

### **2LHR 3 DIMENSIONS AND WEIGHT**

- 3.1 Vehicles shall not exceed a length of 5 meters and a width of 2 meters.
- 3.2 Weight – The vehicle must comply with the variable regulations at HR – T 18 below.

### **2LHR 4 CAR CONSTRUCTION**

- 4.1 See CR 36 to CR 38.
- 4.2 Space frames permitted – This means Original road going vehicles and semi space frames are permitted and are allowed to make the same modifications that are permitted for space frames, subject to generally specified safety standards.
- 4.3 Only rear wheel drive permitted.
- 4.4 This is a saloon class and there for the vehicle shall comply with the general regulations for saloon classes.

### **2LHR 5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation – see CR 19 to CR 35.

### **2LHR 6 BUMPERS**

- 6.1 Only internal bumpers may be fitted.

### **2LHR 7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with CR7.
- 7.2 Steering racks / boxes are free.
- 7.3 Suspension design is free but limited to either standard suspension up rights as fitted to vehicles described in LHR – T 2 above or locally fabricated components. Adjustable spring plat forms may be fitted. Competition springs are permitted.
- 7.4 The use of rose type joints is permitted.

## **CLASS REGULATIONS- 2 LITER HOT RODS.**

- 7.5 Shock absorbers are free but may have only one adjustment for either bump or rebound. Limit is 4 in total, one per corner.
- 7.6 No remote shock absorber reservoirs may be used.
- 7.7 Power steering is permitted.
- 7.8 Suspension may be designed with an off set.
- 7.9 A maximum of 6 links may be used on the rear suspension.
- 7.10 Independent rear suspensions are NOT permitted.

### **2LHR 8 WHEELS AND TYRES**

- 8.1 The vehicle must comply with CR4 to CR6.
- 8.2 Wheels rim size is restricted to 13" up to 1 July 2014. Thereafter up to 15 inch rims will be allowed.
- 8.3 It is specifically noted that "semi slick" tyres are not permitted from 1 July 2014.
- 8.4 In addition to the Nankang 205 tyre, any 13" tyre, with a stated tread width not exceeding 205 mm, may be used. (From 1 July 2014 only road going freely available street tyres, up to 15 inch, with a maximum width of 205 mm will be allowed).
- 8.5 A total maximum of 6 tyres are allowed per event.

### **2LHR 9 BRAKES**

- 9.1 The vehicle must comply with CR 9.
- 9.2 Only standard components, sourced from a vehicle that complies with 2.1 are permitted at the wheels. Ventilated Toyota Cressida discs may be used in this class. This must be machined down to the same size as the original Ford disc. The original Ford caliper must be retained, but it may be spaced to fit over the disc. The disc may be drilled and/or grooved. Only single pot calipers may be used at the rear brakes.
- 9.3 The master cylinder is free.

### **2LHR 10 ENGINE**

- 10.1 The engine shall fit in the standard position for original road going vehicles.
- 10.2 The rear face of the engine block must be at least 78 cm forward of the centre line between the front and rear axles. See CR 46 above.
- 10.3 The stock engine regulations apply should the following be silent on any issue.
- 10.4 **Choice and size**
  - 10.4.1 Any Ford 2litre SOHC engine may be used. The 2 liter Ford Zetec engine may be used as an experimental engine from July 2014. The will become the engine of choice from January 2015. Zetec engines may only be run on locally available pump fuel. Engine modifications are restricted to match the regulations applicable in the United Kingdom.
  - 10.4.2 The bore may not exceed 90.84 mm plus an allowance for a1, 5 mm overbore. Sleeving back to standard (90.84mm) is permitted. Sleeves may be over bored to a maximum of 1.5mm.
  - 10.4.3 The stroke may not exceed 77 mm.
  - 10.4.4 The cylinder block may be skimmed but pistons may not protrude above the cylinder block upper deck.
  - 10.4.5 Cylinder blocks may be inline bored.
  - 10.4.6 No other modification permitted.
- 10.5 **Crank shaft / Connecting rods / Balancing**
  - 10.5.1 Only standard cast iron crank shafts may be used.
  - 10.5.2 Spot machining of the crank shaft to achieve balance is permitted.
  - 10.5.3 Tuf riding and nit riding permitted, but polishing outside of the journals is not permitted
  - 10.5.4 The minimum weight of the crank shaft is 12.7 kg.
  - 10.5.5 The number of bearings may not be altered. Bearings may not be less than Ford specified minimum width. Oversize bearings of standard or heavy duty material permitted.
  - 10.5.6 Cross drilled crank shafts not permitted.
  - 10.5.7 No forged steel crank shafts or connecting rods are permitted.

## **CLASS REGULATIONS- 2 LITER HOT RODS.**

- 10.5.8 Engine components may be balanced and spot drilling is permitted for that purpose only. At least 1 component of each shall remain standard and unaltered.
- 10.5.9 The connecting rod bolts may be changed but the connecting rod may not be drilled or modified to accept the replacement bolt.
- 10.6 **Pistons**
  - 10.6.1 Only standard Ford or standard replacement pistons (Karl Schmidt, Hepolite, Wellworthy, AE or Mahle) may be used.
  - 10.6.2 Pistons may not be modified, other than for balancing. No forged pistons are allowed. Gudgeon pins may be made floating
  - 10.6.3 Pistons may not protrude above the cylinder block.
  - 10.6.4 Pistons may not be skimmed and identification marks on the pistons may not be removed.
  - 10.6.5 Lightening (other than for balancing purposes above) and stress relieving is not allowed.
  - 10.6.6 Choice of piston rings is free but the number of rings must be as standard. No machining of the piston is permitted. Accepted ring gapping permitted.
- 10.7 **Lubrication system**
  - 10.7.1 Dry sump and semi – dry sumps are not permitted
  - 10.7.2 Oil filter must be clamped and must be in its original position, but with a sandwich plate permitted.
  - 10.7.3 Oil galleries in the cylinder block and cylinder head must remain unaltered.
  - 10.7.4 Sumps may be modified to hold more or less oil and may be baffled to prevent surge.
  - 10.7.5 The oil pickup must terminate within the confines of the sump.
  - 10.7.6 Aluminium sumps are permitted.
  - 10.7.7 High pressure oil pumps are permitted. High capacity oil pumps are not allowed
  - 10.7.8 An oil cooler may be fitted in the engine compartment, using a sandwich plate fitted between the oil filter and the block.
  - 10.7.9 The oil pump and distributor drive may be replaced by a suitably modified Allen key tool.
- 10.8 **Gaskets**
  - 10.8.1 Only standard Ford or replacement gaskets designed specifically for the above engine may be used.
  - 10.8.2 No copper Gaskets.
  - 10.8.3 All gaskets must be unmodified with no sealing aids.
  - 10.8.4 No competition gaskets allowed on any part of the engine or ancillaries
- 10.9 **Cam shaft**
  - 10.9.1 Cam shaft type is free.
  - 10.9.2 Vernier timing gears permitted.
  - 10.9.3 Standard length cam belts, used with the standard tensioner must be used. No modifications permitted
  - 10.9.4 Centre drilled cam shafts are permitted. The oil spray bar may be removed and a splash shield may be fitted.
  - 10.9.5 Roller cam bearings are not permitted.
  - 10.9.6 Rocker arms are free but the use of roller rocker is not permitted.
  - 10.9.7 Rockers may have the end snipped.
  - 10.9.8 Heavy duty rocker arm retaining springs are permitted.
  - 10.9.9 The rocker arm pedestal stud is free.
- 10.10 **Cylinder head**
  - 10.10.1 Any Ford 2.0litre Pinto SOHC casting allowed.
  - 10.10.2 The cylinder head must not be modified (other than the skimming and valve spring fitment permitted) and material may not be removed from or added to the ports or the combustion chamber.

## CLASS REGULATIONS- 2 LITER HOT RODS.

- 10.10.3 Valve guides must occupy their original position and must be standard parts. No bronze or competition guides permitted. Thin wall bronze inserts in to existing guides are permitted. Valve guides may be changed to address sun leaded fuel concerns.
- 10.10.4 Valves must be standard parts of standard length (110.65 - 111.65 for inlet valves and 110.10 - 112.05 for exhaust valves) The valve head size shall be 42 mm for the inlet valve and 36 mm for the exhaust valve.
- 10.10.5 The head gasket face may be skimmed.
- 10.10.6 Any single or double valve spring may be fitted and the head may be modified to allow them to fit.
- 10.10.7 Only standard spring tops and standard length ball studs permitted. Towers may be reinforced.
- 10.10.8 Heavy duty rocker arm retaining springs are permitted.
- 10.10.9 No "O" rings permitted.
- 10.10.10 Three angle valve seats are permitted.
- 10.10.11 The slight lip where the back of the valve meets the valve seat may be ground away at a 30° angle to a maximum width of 2.5 mm.
- 10.10.12 Oil flow restrictors are permitted.
- 10.10.13 **Cylinder head bolts may be replaced by ARP bolts.**
- 10.11 **Inlet manifold**
  - 10.11.1 Only Ford 2.0litre Pinto SOHC engine permitted.
  - 10.11.2 The manifold may not be faced to alter the angle of the manifold or the carburetor.
  - 10.11.3 No inlet port matching from the carburetor flange face or from the manifold ports to the head will be permitted.
  - 10.11.4 No material may be added to or removed from the gas flow area.
  - 10.11.5 Water circulation holes may be blanked off.
  - 10.11.6 A stabilizer may be fitted to support the manifold
- 10.12 **External modifications**
  - 10.12.1 Any production type starter motor, excluding competition types, may be used.
  - 10.12.2 Power grip type pulleys are permitted. The crank shaft pulley is free.
  - 10.12.3 Manual fuel pumps may be removed and replaced with remotely positioned electric pumps.
  - 10.12.4 No electric water pumps permitted.
- 10.13 **Retention of standard parts**
  - 10.13.1 All other parts appertaining to the engine, which have not been specifically mentioned must remain the standard Ford 2.0 liter Pinto SOHC engine part.

### **2LHR 11 TRANSMISSION**

- 11.1 The vehicle must comply with CR 10. Ford V6 gearbox may be used.
- 11.2 Any standard Ford 2.0litre Pinto SOHC engine flywheel, which may be lightened, may be used. Cast iron flywheels may be replaced with steel / aluminium flywheels.
- 11.3 Clutch plates are free but no competition types are permitted. Copper plate type permitted.
- 11.4 Flywheels may be doweled to the crank shaft.
- 11.6 Only standard Ford gearboxes as fitted to vehicles described in 2LHR-T2 above may be used. Quaife or any form of racing gearbox is prohibited.
- 11.7 Any standard rear axle (as fitted to any car described in above may be used).
- 11.8 Any standard differential (as fitted any car described in 2LHR-T2 above) may be used No limited slip type differentials are permitted. The differential must be locked. Gear ratios are free.
- 11.9 Only space frame cars may convert from a front wheel drive system to a rear wheel drive system.
- 11.10 Flex plates not allowed.

## **CLASS REGULATIONS- 2 LITER HOT RODS.**

11.11 Whilst the ratios of the gearbox and differential are described as being free it must be understood that the freedom applies only to the actual numeric relation between the parts and does not mean that the choice of parts is not prescribed. The regulation permits the use of differing components but each of the must come from a vehicle that would comply with HR-T2. The internals of the gearbox and differential must be standard original equipment parts. This means that no purpose made race parts or straight cut gears are permitted.

11.12 Hydraulic or cable clutch systems may be used. \_

### **2LHR 12 EXHAUST**

- 12.1 Refer CR8 and CR32.
- 12.2 Exhaust manifolds are free. Ceramic coating is allowed.

### **2LHR 13 BODY**

- 13.1 Bodywork shall comply with CR37 and CR40 above.
- 13.2 No roadster open type bodies may be used.
- 13.3 Body work must be centrally placed on the chassis and may not be off set.

### **2LHR 14 WINGS**

- 14.1 Wings may not protrude beyond the width of the car.
- 14.2 Wing end plates may not exceed 500mm x 500mm and may be off set
- 14.3 The upper most edge (attack edge) of the upper horizontal vane shall not be more than 300mm above the roof line of the vehicle
- 14.4 Wings may not protrude forward of the B post of the vehicle.
- 14.5 The size of the wing is to be contained within the dimensions of the end plates.
- 14.6 The number of vanes (elements) is free but they must all be within the dimensions of the endplates.

### **2LHR 15 FUEL/INJECTION/CARBURETION**

- 15.1 Pump fuel, race fuel, LL100 or methanol is permitted. Zetec may only use pump fuel.
- 15.2 Carburetor
  - 15.2.1 Only the standard Weber 32/36 DGAV carburetor may be used. The choke sizes on these carburetors are restricted to a maximum of 26/27mm for the primary and second stage respectively.
  - 15.2.2 No polishing or re profiling is allowed.
  - 15.2.3 No modification to the carburetor body or original design is permitted.
  - 15.2.4 Gaskets must be original or replacement replicas of the original meaning no modified gaskets are permitted.
  - 15.2.5 A single adaptor/insulator block must be fitted between the carburetor and the inlet manifold. The insulator/adaptor block, with the two gaskets should be a maximum of 8 mm thick.
  - 15.2.6 Main jets, primary jets, air jets, auxiliary venture is and emulsion tubes may be changed.
  - 15.2.7 Pump jets may be changed but must face down ward towards the butterflies.
  - 15.2.8 Butterflies maybe modified to open together.
  - 15.2.9 Replacement spindles maybe fitted with standard screws.
  - 15.2.10 Cold starting devices may be removed, with the retaining lugs and the subsequent holes blanked off.
  - 15.2.11 Air and fuel galleries may not be enlarged or modified.
  - 15.2.12 Fuel may enter the needle valve/float chamber from either side.
  - 15.2.13 Floats may not be modified or weighted and must control the fuel flow.
  - 15.2.14 Needle valves may not be larger than 250 and may not be enlarged or modified.
  - 15.2.15 The power valve must be fitted in the base of the fuel bowl, but may be sealed off. The diaphragm may be removed.



## **CLASS REGULATIONS- 2 LITER HOT RODS.**

15.2.16 No trumpets are allowed.

15.2.17 The calibrated brass bush which controls the high speed enrichment, as fitted on the secondary venture is ide of the carburetor between the top and base of the carburetor, maybe sealed off or enlarged, but must be fitted.

15.2.18 A secondary fixing on the fuel feed line is required and fuel may enter the carburetor from either side.

15.2.19 It is permitted to use a grub screw, or similar device, to fix the auxiliary venturi to the carburetor.

### **2LHR 16 IGNITION**

#### **16.1 Distributors**

16.1.1 Either the Ford 2.0litre Pinto SOHC engine distributor (Motor craft or Bosch), complete with points and condenser or a standard Ford electronic ignition system that uses a conventional coil must be used.

16.1.2 The mechanical or vacuum advance may be altered. The vacuum advance maybe removed.

**16.1.3 Notwithstanding the above the only electronic ignition systems that are permitted are:**

**16.1.3.1 Ford Bosch fitting kit FK 221 with power module PMA 50; and**

**16.1.3.2 Motor craft fitting kit FK 9 with power module PMA 50**

**16.1.3.3 VW TP 100**

**16.1.4 The Sierra / Sapphire "black box" ECU is not permitted.**

#### **16.2 Spark plugs**

16.2.1 Any standard heat range spark plug for a Ford 2.0litre Pinto SOHC engine maybe used.

16.2.2 Competitors are allowed to manufacture an insert at the existing spark plug hole for the sole purpose of fitting a different diameter plug, in order to fit a plug from a wider heat range.

### **2LHR 17 NUMBER PLACEMENT**

17.1 It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white background. The size of the numbers shall be 300 mm high with a stroke of 50 mm.

17.2 The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).

17.3 The number on the side may be moved to the wing end plates.

### **2LHR 18 APPENDIX "A" – VARIABLE REGULATIONS**

18.1 The minimum weight shall be 800KG

## **CLASS REGULATIONS 2.1 MODIFIED SALOONS.**

### **2.1 MS 1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16years.
- 1.2 These class regulations are for tar only. Saloon cars with a maximum engine capacity of 2100 cc and where standard bodies, semi space frame and space frames may be used.
- 1.3 The vehicle shall comply with the general vehicle rules (0 to CR14), the safety regulations (CR 19 to CR35) and the Construction regulations applicable to saloon vehicles (CR36 to CR54).

### **2.1 MS 2 CHOICE OF VEHICLES AND COMPONENTS/PARTS**

- 2.1 In order for the vehicle, engine or any component thereof to be used 5000 of the particular make and model (reasonable face lifts included) had to be sold in the Republic of South Africa. The onus is on the entrant to prove the source and history of a vehicle or component.
- 2.2 Through out reference is made to standard parts or components. Please see CR1.5 above. For clarity this means that when the rules for this class specify a standard part it may be from any vehicle that complies with this choice criteria and need not be a combination with the body shell or engine.

### **2.1 MS 3 DIMENSIONS AND WEIGHT**

- 3.1 The dimensions of Original road going vehicles shall remain according to the specifications of the manufacturer/as per the Auto Data Digest with a tolerance for accident repair accepted.
- 3.2 Semi space frames—as for original road going vehicles.
- 3.3 Space frame shall not exceed a length of 5metres and a width of 2metres.
- 3.4 Weight—The vehicle must comply with the variable regulations at MS18 below.

### **2.1 MS 4 CAR CONSTRUCTION**

- 4.1 See CR36 to CR38.
- 4.2 Space frames permitted – This means Original road going vehicles and semi space frames are permitted and are allowed to make the same modifications that are permitted for space frames, subject to generally specified safety standards.
- 4.3 Front and rear wheel drive permitted. However if a car has been converted from front wheel drive to rear wheel drive it is regarded as a space frame.
- 4.4 This is a saloon class and there for the vehicle shall comply with the general regulations for saloon classes.

### **2.1 MS 5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation – see CR19 to CR35.

### **2.1 MS 6 BUMPERS**

- 6.1 Only internal bumpers maybe fitted.

### **2.1 MS 7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with CR7.
- 7.2 Steering racks/boxes are free.
- 7.3 Suspension design is free but limited to either standard suspension up rights as fitted to vehicles described in MS2 or locally fabricated components. Adjustable spring plat forms may be fitted. Competition springs are permitted.
- 7.4 The use of rose type joints is permitted.
- 7.5 Shock absorbers are free but may have only one adjustment for either bump or rebound. Limit is 4 in total, one per corner.
- 7.6 No remote shock absorber reservoirs may be used.
- 7.7 Power steering is permitted.

## **CLASS REGULATIONS 2.1 MODIFIED SALOONS.**

- 7.8 Suspension maybe designed with an offset.
- 7.9 A maximum of 6 links maybe used on the rear suspension.7.10Independent rear suspensions are permitted

### **2.1 MS 8 WHEELS AND TYRES**

- 8.1 The vehicle must comply with CR4 to CR6.
- 8.2 Tyre and wheel restrictions:
  - 8.2.1 Maximum wheel diameter is 15"
  - 8.2.2 DIRTONLY: Maximum width is 205mm.
  - 8.2.3 TARONLY: Maximum width is 205mm.
- 8.3 Tyre choice: It is specifically noted that any tyre, including "semi slick" tyres that are locally available are permitted.
- 8.4 Bead lock rims are not permitted.
- 8.5 TAR ONLY: A total maximum of 6 tyres allowed per event.

### **2.1 MS 9 BRAKES**

- 9.1 The vehicle must comply with CR9.
- 9.2 Only standard components are permitted at the wheels.
- 9.3 The master cylinder is free.
- 9.4 Drum brakes maybe converted to disc brakes.

### **2.1 MS 10 ENGINE**

- 10.1 Only normally aspirated reciprocating engines are permitted.
- 10.2 The engine shall fit in the standard position for original road going vehicles.
- 10.3 The rear face of the engine block must be at least 78cm forward of the centre line between the front and rear axles. See CR46 above.
- 10.4 The maximum capacity of the engine shall be 2100cc.
- 10.5 The engine shall have no more than 4cylinders with no more than 2 valves per cylinder. Engines with more than 2valves per cylinder are permitted, provided the capacity of the engine is 1700 cc or less.
- 10.6 The engines must be built in terms of the modified engine regulations to be found at CR16.

### **2.1 MS 11 TRANSMISSION**

- 11.1 The vehicle must comply with CR10.
- 11.2 Quaife (or similar) gears/gear boxes are permitted.
- 11.3 Gear ratios are free.
- 11.4 Any standard differential and axle is permitted.
- 11.5 Limited slip type differentials are permitted.
- 11.6 Differential gear ratios are free.

### **2.1 MS 12 EXHAUST**

- 12.1 Refer CR8 and CR32.

### **2.1 MS 13 BODY**

- 13.1 Bodywork shall comply with CR37 and CR38.
- 13.2 Slots or holes to aid airflow are permitted in the rear of the vehicle.

### **2.1 MS 14 WINGS**

- 14.1 Wings may not protrude beyond the width of the car.
- 14.2 Wing end plates may not exceed 500mm x 500mm and may be off set.

## **CLASS REGULATIONS 2.1 MODIFIED SALOONS.**

- 14.3 The upper most edge (attack edge) of the upper horizontal vane shall not be more than 300mm above the roofline of the vehicle.
- 14.4 Wings may not protrude forward of the B post of the vehicle.
- 14.5 The size of the wing is to be contained within the dimensions of the end plates.
- 14.6 The number of vanes (elements) is free but they must all be within the dimensions of the endplates.

### **2.1 MS 15 FUEL/INJECTION/CARBURETION**

- 15.1 Methanol, Aviation fuel (LL100), pump fuel (with octane booster) and Race fuel allowed.
- 15.2 Fuel injection is allowed but is restricted to either a single throttle body not exceeding 64 mm or individual throttle bodies not exceeding the maximum carburetor size of 48 mm.
- 15.3 When a single throttle body is used the intake manifold maybe modified to accept the throttle body and change the direction of air intake.
- 15.4 Carburetors are limited to a pair of side draught carburetors with a maximum throttle body size of 48mm.
- 15.5 Chokes tubes shall not exceed 40 mm in diameter.

### **2.1 MS 16 IGNITION**

- 16.1 Ignition systems are free.
- 16.2 Engine management systems are allowed—please consult CR 11 above.

### **2.1 MS 17 NUMBER PLACEMENT**

- 17.1 It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white background. The size of the numbers shall be 300 mm high with a stroke of 50 mm.
- 17.2 The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).
- 17.3 The number on the side maybe moved to the wing end plates.

### **2.1 MS 18 APPENDIX "A" – VARIABLE REGULATIONS**

- 18.1 Minimum Weight, including the driver: 800 kg

### **2.1 MS 19 SPECIFIC PERMISSIONS**

- 19.1 A specific permission is granted for the BMC / Leyland Mini to participate in this class with the following restrictions:
  - 19.1.1 The vehicle may only be run in original manufacturer body configuration;
  - 19.1.2 A single 45 mm throttle body carburetor must be fitted;
  - 19.1.3 Carburetor choke tubes may not exceed 38 mm;
  - 19.1.4 The cylinder head must be a 5 port head;
  - 19.1.5 The weight shall be 650 kg including the driver; and
  - 19.1.6 The vehicle must have a Leyland / BMC Mini engine.
  - 19.1.7 Should the vehicle fail to comply with any one of the above specific restrictions it will be permitted to race at a weight of 800 kg.

## **CLASS REGULATIONS – SUPER HOTRODS**

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### **SHR1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16years.
- 1.2 This is an open class for Dirt and Tar Saloon cars where only semi space frames and space frames may be used.
- 1.3 The vehicle shall comply with the general vehicle rules (0 to CR 14), the safety regulations (CR 19 to CR 35) and the Construction regulations applicable to saloon vehicles (CR 36 to CR 54).

### **SHR2 CHOICE OF VEHICLES AND COMPONENTS / PARTS**

- 2.1 Body shells are limited to series production vehicles available internationally.
- 2.2 Through out reference is made to standard parts or components. Please see CR 1.5 above. For clarity this means that when the rules for this class specify a standard part it may be from any vehicle that complies with this choice criteria and need not be a combination with the body shell or engine.

### **SHR3 DIMENSIONS AND WEIGHT**

- 3.1 Semi space frames – according to the specifications of the manufacturer / as per the Auto Data Digest with a tolerance for accident repair accepted.
- 3.2 Space frame shall not exceed a length of 5 meters and a width of 2 meters.
- 3.3 Weight – The vehicle must comply with the variable regulations at SHR 18 below.

### **SHR4 CAR CONSTRUCTION**

- 4.1 See CR 36 to CR 38.
- 4.2 Space frames permitted – This means Original road going vehicles and semi space frames are permitted and are allowed to make the same modifications that are permitted for space frames, subject to generally specified safety standards.
- 4.3 Front and rear wheel drive permitted.
- 4.4 This is a saloon class and therefore the vehicle shall comply with the general regulations for saloon classes.

### **SHR5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation – see CR 19 to CR 35.

### **SHR6 BUMPERS**

- 6.1 **SHR8** Only internal bumpers may be fitted.

### **SHR7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with CR 7.
- 7.2 Power steering is permitted.
- 7.3 Steering racks / boxes are free.
- 7.4 Suspension design is free.
- 7.5 The use of rose type joints is permitted, but must be at least 12 mm type.
- 7.6 Shock absorbers are free but may not be adjustable from inside the cockpit.

### **SHR8 WHEELS AND TYRES**

- 8.1 The vehicle must comply with CR 4 to CR 6.
- 8.2 Tyre and wheel restrictions:
  - 8.2.1 Maximum wheel diameter on tar is 13”.
  - 8.2.2 Maximum tyre tread width on tar is 10”
  - 8.2.3 Any tyre may be used if a wet race is declared by the Clerk of the Course.

## CLASS REGULATIONS – HOTRODS

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- 8.3 Bead lock rims are permitted.
- 8.4 Tyre choice:
  - 8.4.1 On Tar – Any 13” tyre is permitted.
- 8.5 A total maximum of 6 tyres allowed per event at all events.

### SHR9 BRAKES

- 9.1 Brakes are free within the confines of CR 9.

### SHR10ENGINE

- 10.1 The rear face of the engine block must be at least 78cm forward of the centerline between the front and rear axles. See CR46 above.
- 10.2 The following engines are permitted:
  - 10.2.1 Any 4 cylinder engine of which more than 5000 were sold internationally. The only proviso being that the vehicle it was fitted to had to be considered a series production car. The engines must be built in terms of the open engine regulations to be found at CR 17.
  - 10.2.2 A rotary engine that complies with CR18.
- 10.3 The engine capacity for normally aspirated engines is free in respect of vehicles competing on tar. On dirt the capacity is restricted to 2450 cc for engines with more than 2 valves per cylinder and 2750 cc for those engines with 2 valves per cylinder.
- 10.4 Turbo chargers may be fitted to 4 cylinder reciprocating engines.

### SHR11 TRANSMISSION

- 11.1 Gearboxes are free.
- 11.2 Limited slip type differentials are permitted.
- 11.3 Differential gear ratios are free.
- 11.4 Flex plates are permitted.

### SHR12 EXHAUST

- 12.1 Refer CR 8 and CR 32.

### SHR13 BODY

- 13.1 Body work shall comply with CR 37 and CR 38.
- 13.2 Slots or holes to aid air flow are permitted in the rear of the vehicle.

### SHR14 WINGS

- 14.1 Wings may not protrude beyond the width of the car.
- 14.2 Wing end plates may not exceed 500 mm x 500 mm and may be off set
- 14.3 The upper most edge (attack edge) of the upper horizontal vane shall not be more than 300 mm above the roof line of the vehicle.
- 14.4 Wings may not protrude forward of the B post of the vehicle.
- 14.5 The size of the wing is to be contained within the dimensions of the end plates.
- 14.6 The number of vanes (elements) is free but they must all be within the dimensions of the end plates.

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### SHR15 FUEL / INJECTION / CARBURETION

- 15.1 Methanol, Aviation fuel (LL100), pump fuel (with octane booster) and Race fuel is allowed.
- 15.2 Fuel injection and carburetors are free subject to CR 11.
- 15.3 Secondary injection is permitted; please see CR 12.10 for clarification.
- 15.4 All type of injections allowed.



## **CLASS REGULATIONS – SUPER HOTRODS**

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### **SHR16 IGNITION**

- 16.1 Ignition systems are free.
- 16.2 Engine management systems are free in respect of where they are purchased supported or serviced but must comply with CR 11 above.

### **SHR17 NUMBER PLACEMENT**

- 17.1 It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white background. The size of the numbers shall be 300 mm high with a stroke of 50 mm.
- 17.2 The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).
- 17.3 The number on the side may be moved to the wing end plates.

### **SHR18 APPENDIX "A"-VARIABLE REGULATIONS**

- 18.1 Minimum Weight, including the driver: 800kg

### **SHR19 SPECIFIC PERMISSIONS**

- 19.1 None

## **SUPER SALOONS TAR .**

### **SST1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16 years.
- 1.2 This class is for tar cars with six or eight cylinder engines and where standard bodies, semi space frames and space frames may be used.
- 1.3 The vehicle shall comply with the general vehicle rules (0 to CR 14), the safety regulations (CR 19 to CR 35) and the Construction regulations applicable to saloon vehicles (CR 36 to CR 54).

### **SST2 CHOICE OF VEHICLES AND COMPONENTS / PARTS**

- 2.1 In order for an engine or any component thereof to be used 5000 of the particular make and model (reasonable face lifts included) had to be sold internationally. The onus is on the entrant to prove the source and history of a vehicle or component.
- 2.2 Through out reference is made to standard parts or components. Please see CR 1.5 above. For clarity this means that when the rules for this class specify a standard part it maybe from any vehicle that complies with these choice criteria and need not be a combination with the body shell or engine.

### **SST3 DIMENSIONS AND WEIGHT**

- 3.1 The dimensions of Original road going vehicles shall remain according to the specifications of the manufacturer / as per the Auto Data Digest with a tolerance for accident repair accepted.
- 3.2 Semi space frames – as for original road going vehicles.
- 3.3 Space frame shall not exceed a length of 5.2 meters and a width of 2.1 meters.
- 3.4 The height at boot and bonnet level shall not exceed 1000 mm. This height shall include any aero dynamic device fitted into / onto the boot lid or bonnet.
- 3.5 **Weight–The vehicle must comply with the variable regulations at SST18 below.  
6 Cylinders – 950 Kg. and 8 Cylinders – 1050 Kg.**
- 3.6 **The maximum front to back centre wheel base allowed is 3050 mm.**

### **SST4 CAR CONSTRUCTION**

- 4.1 See CR36 to CR38.
- 4.2 Space frames permitted – This means Original road going vehicles and semi space frames are permitted and are allowed to make the same modifications that are permitted for space frames, subject to generally specified safety standards..
- 4.4 This is a saloon class and there for the vehicle shall comply with the general regulations for saloon cars.
- 4.3 **Only rear wheel drive permitted. However if a car has been converted from front wheel drive to rear wheel drive it is regarded as a space frame. No independent rear suspensions are allowed.**
- 4.5 Chassis may not be built with offset.
- 4.6 Not withstanding the regulations above permission is granted for vehicles to be widened between the front and rear wheels. Such widening shall be to the width of the track of the wheels plus an allowance of 50 mm each side. The object of the regulation is to do away with the spats, as was the norm prior to the introduction of this regulation. Experience has shown that the spats, by nature of their construction, of ferno protection in the event of even minor collision, resulting in wheel and tyres taking the impact.

### **SST5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation – see CR 19 to CR 5.
- 5.2 Roof type door flaps are permitted however the driver must be able to exit the vehicle from another aperture as per CR 1919. 2.

### **SST6 BUMPERS AND NERF BARS**

- 6.1 The car may be equipped with one rear and one front steel internal bumper up against the inside of the body panels. This material may not exceed 38 mm x 2 mm thick tubing. Please see CR 53 above.
- 6.2 The bumpers shall be 450 mm above ground level with the driver seated at the controls.
- 6.3 Wheel and body protectors (refer CR 49 above) are permitted.

## **SUPER SALOONS TAR.**

6.4 A hoop, protecting the radiator, with two mounting points on to the front bumper is optional.

### **SST7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with CR 7.
- 7.2 Suspension design is free subject to the constraints hereof.
- 7.3 The front suspension is limited to the wish bone and strut type.
- 7.4 Adjustable spring platforms may be fitted. Competition springs are permitted.
- 7.5 The use of rose type joints is permitted but may not be less than the 12 mm type.
- 7.6 Shock absorbers are free.
- 7.7 Power steering is permitted.
- 7.8 Suspension may not be designed with an off set.
- 7.9 In dependent rear suspensions are permitted, provided they were fitted to a production vehicle distributed in South Africa by are cognized motor manufacturer.
- 7.10 **Rear suspension, live axles are allowed. No independent suspensions.**
- 7.11 Axles to be utilized in 3 link, 4 links, 5 links or leaf spring configuration.

### **SST8 WHEELSANDTYRES**

- 8.1 The vehicle must comply with CR4 to CR6.
- 8.2 Wheel restrictions:
  - 8.2.1 Maximum wheel diameter is 16" with a maximum width of 12".
- 8.3 A total maximum of 6 tyres are allowed per event. Only two tyres may be new. The other 4 shall have wear of more than 20% as determined by the wear indicator.

### **SST9 BRAKES**

- 9.1 The vehicle must comply with CR9.
- 9.2 Brake systems are free.

### **SST10 ENGINE**

- 10.1 Engine mounting position can be from standard to a point where the back face of the crank- shaft damper is a maximum of 250mm rearwards of a line drawn through the centerline of the front stub axle.
- 10.2 **Only 6 or 8 cylinder engines allowed. 6 Cylinder multi valve engines with turbo charging/or supercharging is allowed.**
- 10.3 **The maximum engine capacity shall be 360 cubic inches on 2 valves per cylinder engines and 4800 cc on 8 Cylinder Multi valve engines.**
- 10.4 Oil systems are free, subject to compliance with CR28 above.
- 10.5 The engines must be built in terms of the open engine regulations to be found at CR17.

### **SST11 TRANSMISSION**

- 11.1 The vehicle must comply with CR10.
- 11.2 Gearboxes are free. No sequential boxes are permitted.
- 11.3 Any differentials are allowed. (Including quick change differentials using normal prop shafts). No independent rear suspensions or torque tubes are allowed.
- 11.4 All cars must have a working starter and clutch at all times.

### **SST12 EXHAUST**

- 12.1 Refer CR 8 and CR 32.

### **SST13 BODY**

- 13.1 Body work shall comply with CR 37 and CR 38.
- 13.2 Space frame vehicles (flexi) with replica saloon bodies are allowed
- 13.3 Slots or holes to aid air flow are permitted in the rear of the vehicle.
- 13.4 A driver's door opening must be fitted.

## **SUPER SALOONS TAR.**

### **SST14 WINGS AND BOOT SPOILERS**

- 14.1 Either a wing or a boot spoiler may be fitted, but not both.
- 14.2 Wings may not protrude beyond the width of the car.
- 14.3 Wing end plates may not exceed a maximum of 2500 cm<sup>2</sup> in surface area and may be offset.
- 14.4 The upper most edge (attack edge) of the horizontal vane shall not be more than 300 mm above the roof line of the vehicle.
- 14.5 Wings may not protrude forward of the B post of the vehicle.
- 14.6 The maximum height to a boot spoiler, if fitted, is 300 mm.
- 14.7 The number of vanes (elements) is free but they must all be within the dimensions of the end- plates.

### **SST15 FUEL/INJECTION/CARBURETION**

- 15.1 Methanol, Aviation fuel (LL100), pump fuel (with octane booster) and Race fuel is allowed.
- 15.2 Fuel injection, throttle bodies and carburetors are free subject to CR11.
- 15.3 Turbochargers are permitted on all 6 cylinder engines.(Including multivalve engines).

### **SST16 IGNITION**

- 16.1 Ignition systems are free.
- 16.2 Engine management systems are free in respect of where they are purchased supported or serviced but must comply with CR11above.

### **SST17 NUMBER PLACEMENT**

- 17.1 It is compulsory for the number to be placed on the rear window on the outside (spectator) side of the vehicle, preferably with the driver's name. The number shall be black with white back - ground. The size of the numbers shall be 300 mm high with a stroke of 50 mm.
- 17.2 The number shall be placed on both sides of the vehicle, the roof and on the visor panel (for line up purposes).
- 17.3 The number on the side may be moved to the wing end plates.

### **SST18 APPENDIX "A"-VARIABLE REGULATIONS**

- 18.1 Minimum Weight, including the driver: 6 cylinder cars= 950 Kg. 8 Cylinder cars= 1050kg

### **SST19 SPECIFIC PERMISSIONS.**

- 19.1 A tolerance of 50mm is permitted in respect of the requirement (CR47) that requires the wheels to be inside the body of the vehicle.

## **CONSTRUCTION REGULATIONS- MIDGETS AND SPRINTS.**

### **OW1 BODIES**

- 1.1 Closed body panels are required on both front and rear sections.
- 1.2 Body panels may be made of either fiberglass or sheet metal and must be constructed to retain the traditional midget/sprint car profile.
- 1.3 The bonnet and tail piece may be constructed of fiberglass or any composite material.
- 1.4 No vehicle will be allowed to enter a race without a bonnet and tailpiece.

### **OW2 CHASSIS FRAME AND ROLLCAGE**

- 2.1 The chassis frame may be constructed of round or square steel tube. Chrome-moly is allowed as an alternative, subject to the use of the same minimum sizes.
- 2.2 The roll cage shall be round tube only.
- 2.3 The minimum dimensions for the chassis and roll cage materials are:
  - 2.3.1 Midget chassis- 30x2mm (30x30x2mm if square tube is used)
  - 2.3.2 Midget roll cage-30x2mm
  - 2.3.3 Sprint Car chassis-34x3(34x34x3mm if square tube is used)
  - 2.3.4 Sprint Car roll cage-34x3mm
- 2.4 No alloy aluminium or composite material will be allowed for the frame or roll cage.
- 2.5 Local and imported frames are allowed.
- 2.6 The roll cage must enclose the driver with four down pipes. (Cross braces optional)
- 2.7 The minimum clearance of 50mm must exist between the driver's helmet and any part of the roll-cage.

### **OW3 NUMBER PLACEMENT**

- 3.1 The number shall be placed on both sides of the tail section of the vehicle.
- 3.2 The number shall be placed on the horizontal section of the top wing.
- 3.3 The number shall be placed on the top right hand side of the top wing endplate on the outside of the vehicle.

### **OW4 SAFETY EQUIPMENT**

- 4.1 Vehicles shall be fitted with anti submarine type (five or six point) safety belts that comply with TORC/MSA seat belt regulations.
- 4.2 Competitors are recommended to wear neck braces or an MSA specified HANS device.
- 4.3 Wrist restraints or safety nets are compulsory.
- 4.4 Seats must be constructed in such a way to protect the right hand side of the driver's body.
- 4.5 A floor pan is compulsory under the driver's feet.
- 4.6 A clip off steering wheel is compulsory.
- 4.7 Radiators must be fitted between chassis beams.

### **OW5 SUSPENSIONS**

- 5.1 Suspension design is free. Springs are free.
- 5.2 Coil Springs must be tied to the main frame by steel cable.
- 5.3 Only torsion bar, coil over and cross over leaf springs are allowed on the front suspension.
- 5.4 The front axle must be solid steel. No independent suspension will be allowed.
- 5.5 Only torsion bar or coils over suspensions are allowed in the rear.
- 5.6 Any rear axle system will be allowed as long as it is a solid axle-no independent suspension will be allowed. No wires may be attached to the rear axle.
- 5.7 No electronic device to aid traction or electronic traction control will be allowed.

### **OW6 BRAKE REQUIREMENTS**

- 6.1 Brakes are free providing they must be in effective working condition.
- 6.2 The vehicle must have effective operational braking power on a minimum of 3 wheels.
- 6.3 A single brake caliper on a solid one piece rear axle shaft is permitted.

## **CONSTRUCTION REGULATIONS- MIDGETS AND SPRINTS.**

### **OW7 ENGINES**

- 7.1 Engines shall be solid mounted.
- 7.2 The feet of the driver must be behind the rear face of the engine block.

### **OW8 TRANSMISSIONS**

- 8.1 Drivers must be protected from open prop shafts by steel bands with a minimum size of 50mm x 5mm.
- 8.2 Drivelines must run between the driver's legs.
- 8.3 Only rear wheel drive is permitted.

### **OW9 WINGS AND AEROFOILS**

- 9.1 Wings must be bolted on and not welded into position.
- 9.2 Only a single nose wing and a single top wing are permitted.
- 9.3 The wings may not impede the driver's forward vision in anyway whatsoever.
- 9.4 Wings may be adjustable from inside the cockpit while the car is in motion.
- 9.5 The shape of the wings is free, but is limited to a single horizontal wing.
- 9.6 The wings may not protrude outside the wheels adjacent to them. In other words the front wing must fit within the confines of the front wheels and the top wing must fit within the confines of the rear wheels.

### **OW10 BUMPERS**

- 10.1 Front and rear bumpers are compulsory.
- 10.2 The shape of the front bumper is optional, but may not protrude beyond the width of the chassis at the front.
- 10.3 The fitment of shock absorber protectors is permitted, provided that they are constructed behind the line between the two front tyres with no sharp edges protruding. Their ends shall be turned back to the chassis.
- 10.4 The bumper/ push bar shall be designed in accordance with the body shape and shall protect the fuel cell. The bumper shall protect the area behind the rear axle.
- 10.5 The rear bumper/push bar mounting points may not exceed the width of the chassis at the rear. The rear vertical element of the bumper shall mount to a solid point on the vehicle or the other vertical elements.

### **OW11 NERFBARS**

- 11.1 Nerf bars must be fitted to both sides of the vehicle.
- 11.2 The nerve bars shall:-
  - 11.2.1 Be constructed of pipe with a maximum measurement of 38mmx 2mm;
  - 11.2.2 Be designed to protect the full width of the rear wheels of the vehicle;
  - 11.2.3 Bolt on to the vehicle;
  - 11.2.4 Not protrude more than 50mm past the outside edge of the rear wheels;
  - 11.2.5 Not be more than 50mm inside the outside edge of the rear wheels; and
  - 11.2.6 The nerve bar may not be covered in any manner.
- 11.3 Single or twin tubes may be used to construct the nerve bar assemblies however the upper bar, if at win tube system issued, may not extend above a line drawn between the front and rear wheel hubs
- 11.4 The nerve bar may be closer to the chassis in front and become progressively wide rat the back.

### **OW12 FUEL TANK S/FUEL**

- 12.1 Fuel cells are permitted, as are Neoprene / Plastic tanks
- 12.2 Aluminium, Stainless Steel or Steel tanks are allowed provided they have a minimum wall thickness of 1mm.
- 12.3 Tanks must be securely mounted.



## **CLASS REGULATIONS- SUPER MIDGETS.**

### **SM 1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16 years.
- 1.2 The vehicle shall comply with the general vehicle rules (0 to CR 14), the safe tyre regulations. (CR19 to CR35) and the Construction regulations applicable to open wheel vehicles (OW 1 to OW 12).
- 1.3 Only one class is permitted. The class shall be termed Super Midgets.

### **SM 2 CHOICE OF VEHICLES AND COMPONENTS / PARTS**

- 2.1 In order for an engine or any component thereof to be used 5000 of the particular make and model (reasonable face lifts included) had to be sold internationally. The onus is on the entrant to prove the source and history of a vehicle or component.
- 2.2 Through out reference is made to standard parts or components. Please see CR 1.5 above.

### **SM 3 DIMENSIONS AND WEIGHT**

- 3.1 The wheel base shall not exceed 2100 mm nor shall it be less than 1600 mm.
- 3.2 The maximum overall length is defined as being measured from the extreme front point to the extreme rear point of the vehicle and this measurement must not exceed 3300 mm.
- 3.3 The maximum width of the body or chassis may not exceed 1000 mm at its widest point.
- 3.4 The maximum height of the vehicle, measured from the top of the roll cage to the ground must not exceed 1600 mm.
- 3.5 The minimum weight is set out in MDT 18 below.

### **SM 4 CAR CONSTRUCTION**

- 4.1 The roll cage and chassis frame must be constructed with a minimum of suitable 30 mm x 2 mm round steel tube and shall be triangulated at all points . The two lower main rails may be constructed of square of the same dimensions as the round tube.
- 4.2 The roll cage must enclose the driver and consist of four down pipes and a minimum of two cross braces.
- 4.3 There is no discrimination between locally produced and imported frames.

### **SM 5 SAFETY CONCERNS**

- 5.1 The vehicle and driver must comply with each and every general safety regulation– see CR 19 to CR 35 as well as OW 4 above.

### **SM 6 BUMPERS AND NERFBARS**

#### **6.1 FRONT BUMPERS**

- 6.1.1 Front bumpers are compulsory and must be constructed of pipe with a maximum measurement of 40 mm x 2 mm. The bumper shall be between 350 mm and 450 mm from the ground
- 6.1.2 The bumper shall also not protrude (rear ward) more than 150 mm beyond a line drawn immediately in front of the two front tyres. A tolerance of 50 mm shall be permitted.
- 6.1.3 The bumper pipe shall be a straight pipe that shall be parallel to the axle, with no deliberately constructed kinks or bends. Accident damaged pipes shall be replaced.

#### **6.2 REAR BUMPERS**

- 6.2.1 The rear bumper shall be made of pipe having a maximum diameter of 50 mm x 2 mm. The bumper / push bar centre height shall be 400 mm from the ground and may extend between 250 mm and 600 mm above the ground.
- 6.2.2 The bumper / push bar shall not be more than 100 mm from the nearest body panel component.

## **CLASS REGULATIONS- SUPER MIDGETS.**

### **6.3 NERF BARS**

6.3.1 Nerf bars are compulsory. See OW 11 above

### **SM 7 STEERING AND SUSPENSION**

7.1 The vehicle must comply with OW 5 but need not comply with CR 7.

7.2 Competition springs are permitted.

7.3 The use of rose type joints is permitted.

7.4 Shock absorbers are free for the Super midget class but are restricted to SA manufactured shock absorbers for the midget class.

7.5 Power steering is permitted.

7.6 Suspension may be designed with an off set.

7.7 Imported bird cages are not permitted in the midget class.

### **SM 8 WHEELS AND TYRES**

8.1 Each competitor may only use a single set of rear tyres. Competitors are entitled to bring a spare set of properly marked and mounted rear tyres which will be impounded by the technical consultants. These spare tyres will only be released to a competitor who is able to satisfy the technical consultants that the original tyres have been punctured or damaged in a racing incident.

8.2 The vehicle must comply with CR4 to CR6.

8.3 The following tyre restrictions apply to dirt:

8.3.1 Super Midget Class:

8.3.1.1 The front tyres are free, but limited to a 13" wheel rim.

8.3.1.2 The right rear tyre is up to 13" wide and the left rear tyre is 10" wide.

8.4 The following tyre restrictions apply to tar:

8.4.1 Maximum tyre width is 13"

8.4.2 Maximum Wheel Diameter is 13"

### **SM 9 BRAKES**

9.1 The vehicle must comply with CR9.

9.2 The vehicle must have effective operational braking power on a minimum of 3 wheels.

9.3 A single brake caliper on a solid one piece rear axle shaft is permitted.

### **SM 10 ENGINES**

#### **10.1 Super Midgets:**

10.2.1 Any engine up to 4 cylinders of which more than 5000 were sold internationally may be used. The only proviso being that the engine is considered a series production engine. The engines must be built in terms of the open engine regulations to be found at CR 17.

10.2.2 A rotary engine that complies with CR18. No turbo charging is allowed rotary engines.

10.2.3 The engine capacity for normally aspirated engines is free in respect of vehicles participating on tar.

10.2.4 Superchargers and turbo chargers may be used on all engines not exceeding 2500cc. (Including multi valve engines)

### **SM 11 TRANSMISSION**

11.1 The vehicle must comply with CR10.

11.2 No gearboxes are allowed.

11.3 No clutch systems are allowed.

11.4 Operational starters are optional.

11.5 The midget class on have quick change differentials, irrespective of whether or not the system was produced locally or overseas.

## **CLASS REGULATIONS- SUPER MIDGETS.**

### **SM 12 EXHAUST**

- 12.1 Refer CR8 and CR32.
- 12.2 Twin exhausts are permitted but in the case of rotary engines the combined area of the circles formed by the internal diameter of the edge of the tail pipes shall not exceed that of a circle with a diameter of 72mm. All cars must be fitted with a silencer as specified in these rules. Exhausts must be pointed in the direction of the inner field and not towards the public on the stands.

### **SM 13 BODY**

- 13.1 See OW1.

### **SM 14 WINGS**

- 14.1 The wing must comply with OW9.
- 14.2 The horizontal component of the wing may not exceed 1300mmx 1300mm if a nose wing is fitted and may not exceed 1500mmx 1500mm if a nose wing is not fitted.
- 14.3 The side component (endplate) of a wing may not exceed 1700mmx1000mm.
- 14.4 A nose wing is permitted. The wing must not exceed a width of 610mm.

### **SM 15 FUEL/INJECTION/CARBURETION**

- 15.1 Methanol, Aviation fuel (LL100), pump fuel (with octane booster) and Race fuel is allowed.
- 15.2 Fuel injection and carburetors are free subject to CR11.
- 15.3 Slide, butterfly or roller throttle bodies are allowed.
- 15.4 Secondary injection is permitted in the Super Midget class, See CR12.10 for clarification.

### **SM 16 IGNITION**

- 16.1 Ignition systems are free.
- 16.2 Engine management systems are free in respect of where they are purchased supported or serviced but must comply with CR11 above.

### **SM 17 NUMBER PLACEMENT**

- 17.1 See OW3 above

### **SM 18 APPENDIX "A"-VARIABLE REGULATIONS**

- 18.1 Minimum weights:
  - 18.1.1 The minimum weight for a super midget is 500kg.

### **SM 19 NO SPECIFIC PERMISSIONS HAVE BEEN GRANTED.**

- 19.1 Motorcycle midgets are not allowed.
- 19.2 Aluminium Mopar Midget engines are not allowed.

## **CLASS REGULATIONS- SPRINT CARS.**

### **SP1 DESCRIPTION**

- 1.1 In respect of the age of the competitor this is an open formula with a minimum age of 16 years.
- 1.2 The vehicle shall comply with the general vehicle rules (CR14), the safety regulations (CR 19 to CR 35) and the Construction regulations applicable to open wheel vehicles (OW1 to OW 12).
- 1.3 A sprint car is defined as:-
  - 1.3.1 A single seater American Sprint Car;
  - 1.3.2 A car with a front mounted "V8" engine;
  - 1.3.3 A car with or without a wing.

### **SP2 CHOICE OF VEHICLES AND COMPONENTS/ PARTS**

- 2.1 Free—provided the vehicle stays within internationally accepted sprint car standards.

### **SP3 DIMENSIONS AND WEIGHT**

- 3.1 The maximum track front wheel shall not be more than 2050mm.
- 3.2 The maximum track as measured from the outside of the left rear wheel to the outside of the right rear wheel shall not be more than 90 inches. (Not more than 2286mm.)
- 3.3 The maximum wheelbase is 2286mm (90 inches).

### **SP4 CAR CONSTRUCTION**

- 4.1 The vehicle must comply with OW2.

### **SP5 SAFETY CONCERNS**

- 5.1 See OW4 above.
- 5.2 See CR19 to CR35

### **SP6 BUMPERS AND NERF BARS**

- 6.1 OW10 and OW11.

### **SP7 STEERING AND SUSPENSION**

- 7.1 The vehicle must comply with OW5 but need not comply with CR7.
- 7.2 Competition springs are permitted.
- 7.3 The use of rose type joints is permitted.
- 7.4 Shock absorbers are free.
- 7.5 Power steering is permitted.
- 7.6 Suspension may be designed with an off set.

### **SP8 WHEELS AND TYRES**

- 8.1 Rims and tyres are free. Maximum 16" diameter.
- 8.2 At National Championship events a competitor is restricted to using a single right rear tyre. His spare wheel will be impounded by the technical team and will only be released if the Technical consultant is satisfied that the original tyre was damaged by a racing incident or a puncture.

### **SP9 BRAKES**

- 9.1 The vehicle must comply with CR9.
- 9.2 The vehicle must have effective operational braking power on a minimum of 3 wheels.
- 9.3 A single brake caliper on a solid one piece rear axle shaft is permitted.

## **CLASS REGULATIONS- SPRINT CARS.**

### **SP10 ENGINES**

- 10.1 Any make of V8 Engine is allowed.
- 10.2 No engine will be allowed in excess of 410 cubic inches.
- 10.3 Cylinder blocks are free.
- 10.4 No turbo chargers or superchargers will be allowed.
- 10.5 The engines may be built according to the open engine regulations found at CR17above, although any internal modification within the engine is permissible.
- 10.6 No transverse mounted engines are permitted.

### **SP11 TRANSMISSIONS**

- 11.1 Any Gearbox/Slider are permitted.
- 11.2 Only rear wheel drive is permitted.

### **SP12 EXHAUST**

- 12.1 Refer CR8 and CR32.

### **SP13 BODYWORK**

- 13.1 See OW 1above.

### **SP14 WINGS**

- 14.1 The wings will comply with OW9.
- 14.2 The following applies to top wings:
  - 14.2.1 Any shape or design is permitted,
  - 14.2.2 The maximum size shall be 4000 square inches after assembling and as ready to race.
- 14.3 The following applies to nose wings:
  - 14.3.1 Any shape or design permitted.
  - 14.3.2 The maximum size shall be 900 square inches after assembling and as ready to race.
- 14.4 Adjustment of wings whilst car is in motion is permitted.

### **SP15 FUEL/ INJECTION/ CARBURETION**

- 15.1 Only methanol is allowed.
- 15.2 Fuel injection throttle bodies and carburetors are free subject to CR11.
- 15.3 Down port injection is permitted.

### **SP16 IGNITION**

- 16.1 Ignition systems are free.
- 16.2 Engine management systems are free in respect of where they are purchased supported or serviced but must comply with CR11 above.

### **SP17 NUMBERPLACEMENT**

- 17.1 See OW3 above.

### **SP18 APPENDIX“A”-VARIABLE REGULATIONS**

- 18.1 None

### **SP19 SPECIFIC PERMISSIONS**

- 19.1 None

The persons/bodies that have been approved to perform the annual inspections will be published in a circular at a later stage.