



## REGULATIONS AND SPECIFICATIONS FOR THE EASTERN CAPE REGIONAL HISTORIC CHAMPIONSHIP 2015

### MSA EASTERN CAPE MOTORSPORT CIRCULAR EP06/2015 (159575/134)

#### CONTROLLERS

The controllers, organizers and promoters of the championship will be the Dunlop Eastern Cape Historic Series Committee. All championship events will be run under the auspices of, in consultation with the Dunlop Eastern Cape Historic Series car sub committee

#### VENUE

1. All championship rounds will be held at Aldo Scribante Raceway and East London Grand Prix circuit.

#### 2. AIM OF THE CHAMPIONSHIP

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

#### 3. VALIDITY OF THE REGULATIONS

- 3.1 Applicable for the calendar year of 2015.

#### 4. REGULATIONS

- 4.1 All qualifying heats shall be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport SA (MSA), these standing regulations and the supplementary regulations issued by the promoters.

#### 5. ELIGIBILITY OF DRIVERS

- 5.1.1 The Championship will be open to all drivers resident within the geographical area of the Eastern Cape and are members of the AMSC-Circuit Racing Division and Border Motorsport Club.
- 5.1.2 All eligible drivers must be in possession of a current MSA Regional circuit racing competition licence valid for car racing, as appropriate.

#### 6 INCIDENT REPORTS

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

#### 7. ELIGIBILITY OF VEHICLES

- 7.1.1 Historic Saloon Cars are production saloon cars marketed before 31 December 1979. Cars must be out of production for at least 20 years. Or waiver from Technical Working Group.
- 7.1.2 Cars must have a MSA stamped and registered Historic Technical Passport which must be available for inspection at all events, Class S shall be exempt from the HTP rule.
- 7.1.3 The responsibility to prove eligibility is that of the entrant at all times.
- 7.1.4 Any aspect of the car not detailed as permitted is deemed not to be permitted.
- 7.1.5 Before a vehicle will be permitted to compete in the Series, the competitor will be required to make a written application to the Dunlop Eastern Cape Historic Series - Technical working group together with a photo of the car upon which written permission will be issued stating the car is eligible

#### 8. Engines

- 8.1.1 Any period engine may be fitted to the vehicle providing that the Cylinder blocks by make and model (including optional alternatives). These cylinder block regulations must be read in conjunction with the clause 8.2 Cubic Capacity allowances.
- 8.1.2. Cylinder blocks with the same number of cylinders may be substituted for a similar type from the same manufacturer produced in the period as detailed below:

Alfa GT Junior: the 105 block used for the 1300, 1600, 1750 and 2000 may be used.

The Alfa 75.

Twinspark head may be used on a GTAm "wide body" or GTA replica. (The Twinspark 8v aluminium block may be used as a replacement for the 105 block.)

Alfa Guilia: the 105 block used for the 1300, 1600 and 2000 may be used. The Alfa 75 Twinspark head may not be used. (The Twinspark 8v aluminium block may be used as a replacement for the 105 block.)

Alfetta GTV: the 105 block used for the 1750 and 2000 may be used. The Alfa 75 Twinspark head may not be used. (The Twinspark 8v aluminium block may be used as a replacement for the 105 block.)

BMW 2002: only M10 blocks may be used. (The M3 16v head is allowed as a replacement for the Schnitzer head)

BMW 3.0 CSL: only 2.8l, 3.0l, 3.2l and 3.5l engines may be used.

British Leyland Mini: any A series and A-Plus series block may be used

Chev Camaro: only Chev 302 (3" stroke crank), 350 (3.48" stroke crank) small block production or (3.76" stroke crank) big block production block from the period may be used

Chev Can Am: only Chev 302 or 350 small block production block from the period may be used. (A 3" stroke crank must be used.)

Datsun 1200 series cars: the A12 and A14 blocks may be used.

Datsun 1600SS: only L16 blocks may be used. (L18 blocks may be used for the coupe)

Datsun 140/160Y: only L14 and L16 blocks may be used.

Datsun 140/160Z: only L14 and L16 blocks may be used.

Datsun 240/260Z/280Z: only L24, L26 and L28 blocks may be used in the appropriate car.

Fiat 124: the 1300, 1600 pushrod and 1800 8 valve twin cam motor may be used.

Fiat 131: the 1300, 1600 pushrod, 1800 OHC and 2000 Twin cam 8 valve motor may be used. (The 2000 16 valve Twin cam motor may be used in the 131 Abarth)

Ford Prefect: any Kent 1300 block may be used. (The 1600 block may be used with no overbore and will be subject to balance of performance criteria.)

Ford Anglia: any Kent 1300 block may be used. (The 1600 block may be used with no overbore and will be subject to balance of performance criteria.)

Ford Corsair: any Kent, V4 block may be used.

Ford Cortina: any Kent, V4 block may be used. (Essex 3000cc V6 block for MKII Perana or MKIII may be used)

Ford Capri Mk I: any Kent, V4, Köln 2.0l, Essex 3000cc V6 or Windsor 302 V8 Ford block from the period may be used. (A 3" stroke crank must be used with the 302 V8.)

Ford Escort Mk1 two door body: any Kent, Lotus Twin Cam or BDA cast iron block may be used. (Köln 2.0l may be used in the RS2000, Cosworth YB head is allowed) (BDG engine may be used in a Zakspeed Grp 2 replica)

Ford Escort Mk1 four door body: any Kent block may be used.

Ford Escort Mk2 two door body: any Kent, BDA cast iron block may be used. (Köln 2.0l may be used in the RS2000, Cosworth YB head is allowed) (BDG engine may be used in a Zakspeed Grp2, Grp 4 and Grp 5 replica)

Ford Escort Mk2 four door body: any Kent block may be used.

Ford 20M two or four door body: Essex 2500cc or 3000cc V6 block from the period may be used.

Jaguar MkII: a 3.4 or 3.8 6 cylinder engine from the period may be used.

Jaguar E-Type S1 & S2: a 3.8 or 4.2 6 cylinder engine from the period may be used.

Jaguar E-Type S3: a 5.3 V12 cylinder engine from the period may be used.

Jaguar XJS: a 5.3 V12 cylinder engine from the period may be used.

Jaguar XJ6: a 3.8 or 4.2 6 cylinder or 5.3 V12 cylinder engine from the period may be used.

Mazda R100: the 10A, 12A, 13A and 13B double rotor engines may be used. Only bridge porting is allowed on the 12A,13A and 13B engines.

Mazda RX2/Capella: the 12A, 13A and 13B double rotor engines may be used. Bridge or peripheral porting is allowed.

Mazda RX7: the 12A, 13A and 13B double rotor engines may be used. Bridge or peripheral porting is allowed.

Mazda RX7: the 12A, 13A and 13B double rotor engines may be used. Bridge or peripheral porting is allowed.

Mercedes W123: M123 and M110 blocks may be used.

Mercedes C107: M117 blocks may be used.

Opel Manta: 1.6, 1.9 4 cylinder, 2.8 6 cylinder and 1.9 turbo engines may be used.

Renault: the R8, R10 cast iron blocks and 16TS blocks may be used in R8 and R10 bodies.

Toyota Corolla: only 2T blocks may be used.

Toyota Celica: only 2T, 18 R or 20R blocks may be used.

Volvo: the B16, B18 and B20 blocks may be used.

Volkswagen Beetle: all type 1, 2 and 3 air-cooled blocks may be used.

Volkswagen Scirocco: 1600cc Golf blocks with twin drain hole may be used. (The Oettinger 16v head may be used).

- 8.2 Cubic capacity allowances (over boring and/or stroking the motor) :  
These cubic capacity regulations must be read in conjunction with the clause 7.1 Cylinder blocks by make and model (including optional alternatives).
- 8.2.1 For cars with an original capacity below 1000cc a 50% increase in capacity through over boring, or stroking over the original capacity for the car model is allowed.
- 8.2.2 For cars with an original capacity between 1001cc and 1300cc a 25% increase in capacity through over boring, or stroking over the original capacity for the car model is allowed.
- 8.2.3 For cars with an original capacity of between 1301cc and 1600cc a 15% increase in capacity through over boring, or stroking over the original capacity for the car model is allowed.
- 8.2.4 For cars with an original capacity of between 1601cc and 2000cc a 10% increase in capacity through over boring, or stroking over the original capacity for the car model is allowed.
- 8.2.5 For cars with an original capacity of over 2001cc a 5% increase in capacity through over boring, or stroking over the original capacity for the car model is allowed.

## **TECHNICAL SPECIFICATIONS**

### **9. BODYWORK**

- 9.1 The exterior bodywork must remain in plan and profile, from all angles, exactly as produced by the vehicle manufacturer for the model in the period. No holes may be cut into front and rear valances (unless homologated) and valances may not be removed. Where any aftermarket body panels and aerodynamic aids are to be used, an authentic picture of the original car and the intended modification need to be submitted to

the controllers of the series before the intended modification is done. The controllers reserve the right to disallow the intended modification at their sole discretion, should it not be deemed to be of the correct period.

- 9.2 Recreations may use the period correct aerodynamic spoilers, air ducts, scoops and blisters.
- 9.3 Replacement of original wheel arch interiors or transmission tunnels with box structures is not permitted, unless homologated.
- 9.4 The wheel arch fender pressing may be flared to a maximum of 50mm or a period type Group 2 wheel spat may be fitted to the appropriate car. For Group 4 & 5 cars, the period homologated wheel arch and width is permitted. The wheel arch extension must cover the upper third of the wheel when viewed from above.
- 9.5 Panels of a glass fibre and carbon fibre material, if approved on application to the controllers, may be used to replace metal panels, however the panel must be panel for panel from all angles the same as the original. Panels manufactured from other composite material are specifically excluded.
- 9.6 Bumpers and embellishers may be removed, but headlamps and rims, tail lamps and radiator grilles must remain as standard for the model.
- 9.7 Headlights, tail lights, indicators and stop lights must be in full working order.
- 9.8 Cars must be fitted with at least one internal mounted and one externally mounted rear view mirror.
- 10. TRANSMISSION
- 10.1 The gearbox or transaxle must be the original make and type or a substitute derived from a standard production car unit with a maximum of five forward speeds.
- 10.2 Gearboxes and transaxle units must be mounted in the original position.
- 10.3 Rear axle casings are free but the original type may not be substituted for another and must remain in the original position.
- 10.4 Sequential type gearboxes, sequential shift mechanisms and traction control devices are prohibited.
- 10.5 The clutch and the method of operation are unrestricted.
- 10.6 Gear ratios and final drive ratios are free and any type of limited slip differential unit may be used.
- 10.7 There is no restriction on the make and type of tyre used
- 10.8 Headlight units may be removed for day time racing only, but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.
- 11. GENERAL TECHNICAL SPECIFICATIONS
- 11.1 Minimum weight for original and replica cars may not be less than the homologated weight of the period race car. Minimum weight for cars which conform to the current regulations may not be less than 10% below the manufactures stated kerb weight for the model raced. The weight of all cars must be recorded in the HTP document.
- 11.2 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 11.3 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.
- 11.4 Cars must carry a fire extinguisher as approved for use by MSA.
- 11.5 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 11.6 Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)
- 11.7 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 11.8 Fuel must conform to the specifications as described in GCR240.
- 11.9 In car timing devices other than the official transponder type are not permitted.
- 11.10 Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2015.
- 11.11 Data logging may not be functional on a Race weekend which includes Friday practice.
- 11.12 Cars registered as Pre-66 Saloons will be allowed to compete providing that they are presented in the specifications detailed in the Technical Regulations for that category. This encompasses tyre specifications and all Balance of Performance restrictions that may have been applied to the car for that category. If the cars have period correct engine sizes within the capacity limits detailed in 8.2 Balance of Performance will not apply.
- 12. WHEELS & TYRES
- 12.1 Wheels comprise the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.2 Bodywork.
- 12.2 Any period style wheel rim that has a diameter within one inch either way of what was fitted as original equipment by the manufacturer.
- 12.3 Rim and tyre widths are free but must fit within the confines of the bodywork as described in Regulation 2.2 Bodywork.
- 12.4 Tyres are free of restriction however relaxation has been granted to all Pre'84 Saloon cars that are currently permitted under 6.2 to run 15" rims. They will be permitted to run 16" rims with the following restrictions :  
Only the following locally available 16" tyres can be used :  
Avon : 23.5x10x16, 23.5x11x16, 25x12.5x16, 25x13.5x16  
Hoosier : 22x10x16, 23.5x11.5x16, 25x13x16  
Goodyear : 23.5x10.5x16, 25x13x16  
The brake disc size is limited to 310mm and a 15" test rim will be used to check conformance at the track.

No mixing of rim diameters is permitted.

All cars taking advantage of the relaxation will automatically be classified as a class B car, irrespective of their lap times.

A 15" rim is permitted for cars that originally ran 13" rim, however they can only use the locally produced "Continental slick" used in Polo Cup.

The brake disc size is limited to 270mm and a 13" test rim will be used to check conformance at the track

### 13 SUSPENSION

13.1 Suspensions may be modified providing the original type and one of the manufactures original mounting points per wheel on the body is retained.

13.2 Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.

13.3 Shock absorber make and type are free and coil over units are permitted. Remote reservoir shocks are not permitted.

13.4 Spring rates are free but the original type of spring must be retained. Original spring type may be supplemented by the use of coil over type shock absorbers.

13.5 The original spring must be capable of supporting the weight of the car.

13.6 Steering boxes may be replaced with a steering rack.

13.7 Wheel base datum points must remain within 25mm of the standard specification.

### 14. BRAKES

14.1 Brake system modifications are free save that carbon type brake rotors and ABS systems are prohibited.

14.2 Brake lights must be operational and operated only by the brake pedal without a delay or other switching device.

### 15. INTERIOR AND GLASSWORK

15.1 Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.

15.2 Original dashboards must be retained and instrumentation is free but must be located in the instrument binacle. (LCD digital instruments are not permitted).

Door panels must remain however original material may be replaced with aluminium.

15.3 Carpets, under felt, sound deadening material, headlining, interior trim, front and rear parcel shelves, centre consoles, heaters, interior ventilation systems, front and rear passenger seats and boot compartment trim may be removed.

15.5 Drivers seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car.

### 16 CLASSES

Competitors will be divided into the following classes (according to lap times at Aldo Scribante Raceway):

#### MOTORCARS

Class A and below – 1 min 13.999

Class B 1 min 14.000 – 1 min 17.999

Class C 1 min 18.000 – 1 min 21.999

Class D 1 min 22.000 -- 1 min 25.999

Class E 1 min 26.000 -- and above

Class S Cars not conforming to and failing eligibility as per MSA/Technical Working Group

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

#### MOTORCARS

Class A and below – 1 min 39.999

Class B 1 min 40.000 – 1 min 44.999

Class C 1 min 45.000 – 1 min 49.999

Class D 1 min 50.000 -- 1 min 54.999

Class E 1 min 55.000 -- and above

Class S Cars not conforming to and failing eligibility as per MSA/Technical Working group

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

- 16.2 A driver who records a lap time of more than 0.10 second faster than the class cut-off times shown in 9.1 on one occasion, in either official timed practice or in three different races, will be promoted and placed in an appropriate class according to the lap time at the following event.
- 16.3 A driver actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.
- 16.4 A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.

## **17. Driver Conduct**

- 17.1 Refer SSR's 46 to 66 (where applicable).
- 17.2 a) At the discretion of the COC, SSR 50 i) i) (White Line Rule) may be implemented at any stage.
- b) Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalized by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- c) Any competitor who disadvantages another competitor by bumping said competitor's vehicle, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- d) The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking maneuver.
- e) When attempting an overtaking maneuver coming into a turn, at the end of the braking area, the front bumper of the overtaking vehicle must be past the "B" pillar of the vehicle ahead before the entry to the turn.
- f) If this is not the case then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner.
- ii) If the bumper of the overtaking vehicle is past the "B" pillar of the vehicle ahead, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit.

Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.

- g) At the discretion of the COC, all new drivers to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their vehicles for their first two or three race meetings.

### **17.3 YELLOW/RED CARDS**

The clerk of the course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:

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

## **18. CHAMPIONSHIP EVENTS**

The events making up the championship are listed in the 2015 MSA Calendar. When more than one race/heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the Dunlop Eastern Cape Historic Series Championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in the last Race of the day will be used to determine a winner for the purpose of trophies only.

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

- 19.1.1 Points will be scored in each race for each class determined by the number of cars combined that break the timing beam when the start signal is given by lights or lowering of the MSA Flag
- 19.1.2 e.g. 4 or more starters 1<sup>st</sup> – 10 points, 2<sup>nd</sup> – 9 points, 3<sup>rd</sup> – 8 points, 4<sup>th</sup> – 7 points and so on. For 2 starters 1<sup>st</sup> – 8 points, 2<sup>nd</sup> – 7 points. For 1 starter 1<sup>st</sup> – 7 points.
- 19.1.3 There must be a minimum of 12 eligible starters for 60% of the nominated championship events for the combined classes, for the race meeting itself to qualify for championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself Refer SSR 82 i).
- 19.1.4 In order to be classified as a finisher, a car must have completed not less than 66% of the distance of the race under its own power. The 66% shall be calculated by rounding off to the nearest lap.
- 19.1.5 Competing drivers who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards (trophies).
- 19.1.6 Should a driver score points in a particular class and thereafter move up to the next class, he/she will only carry forward any points obtained to the overall championship and not to the class championship.

## **20. CHAMPIONSHIP FORMAT**

- 20.1 The championship will generally consist of a minimum of six rounds for the year. The organisers reserve the right to host more than three races at any of the rounds to make up the minimum number of races for the year.

## **21. QUALIFYING, STARTING & STARTING GRID**

The qualifying session will determine the starting grid for race 1:

21.1 Fastest Lap in Qualifying	-	Starting position for Race 1
21.2 Finishing Position in Race 1	-	Starting position for Race 2
21.3 Finishing Position in Race 2	-	Starting position for Race 3

22. For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The fastest lap will determine the starting grid as above. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.

### **23. Eventualities:**

Competitor does not post a lap time in qualifying or in Race 1.

- 23.1 If a competitor does not post a lap time in Qualifying or Race 1, he/she will start at the back of his/her class

### **24. Competitor does not finish Race 2**

- 24.1 If a competitor does not finish Race 2, he/she will start at the back of his/her class

## **25. START PROCEDURE**

ROLLING START

## **26. CHAMPIONSHIP STATUS**

Should less than 8 qualifying races/heats be held and scored during the season, the championship may be declared null and void by the Controllers.

## **27. SEPARATION OF TIES**

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

**28. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the AMSC and BMSC Website.

**29. DECLARATION OF POINTS AWARDED**

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

**30. FUNCTION OF Dunlop Eastern Cape Historic Series Committee AS ORGANISERS**

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

**31. AMENDMENTS**

The Controllers reserve the right, without prior notice, to introduce new regulations and or amend the existing regulations. Any such amendment/addition to the regulations shall, however, only come into effect once it has been published in an official Dunlop Eastern Cape Historic Series circular/bulletin. The Controllers reserve the right, without prior notice, to introduce additions and/or amends the existing regulations should circumstances warrant. All additions / amendments will be published on the official notice board and circulated to all competitors at least seven (7) days prior to a race meeting.

**32. GENERAL**

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