

2012 AUTOGLYM POST HISTORIC TOURING CAR CHAMPIONSHIP

5 TECHNICAL REGULATIONS

5.1 Introduction:

The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principle that you cannot.

5.2 Description:

5.2.1 Post Historic Touring Cars are saloon cars marketed before 1st January 1974 of which more than 5000 examples were manufactured in any 12 month period during the overall production run and/or were homologated by FIA for competition in Group One category for Production Cars. All cars are subject to approval of eligibility by the CTCRC Committee and cars not complying with these regulations may be eligible subject to CTCRC Committee approval.

Cars complying with the regulations of BARC/CTCRC Classic and Historic Touring Cars are also eligible running in class by actual capacity.

- Jaguar XJ12 four door is eligible.

The responsibility to prove eligibility is that of the entrant at all times. For clarification of an entrant refer to the MSA Competitors' and Officials' Yearbook. All entrants must produce a Historic Technical Passport (HTP) or Homologation papers stamped by the ASN (where issued) for that vehicle and these must be available for inspection at scrutineering. Where no such paperwork is available, the entrant must produce written confirmation from the CTCRC Committee as to the eligibility of the vehicle model in question. The CTCRC Committee in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

5.2.2 Unless specifically permitted in these regulations all components must be to original specification.

5.2.3 Cars will run in eight classes based on production capacity excluding permitted overbore:

Class A	Over 4000cc
Class D	1301 - 1600cc
Class B	2501 - 4000cc
Class E	1001 - 1300cc
Class C	1601 - 2500cc
Class F	0 to 1000cc
Class G	Invitation Class
Class H	Beetles

5.2.3.1 Invitation Class – The invitation class is designed to allow cars that, whilst not strictly adhering to the regulations, have been prepared sympathetically to the spirit of the championship and with committee approval may race under observation.

Entrants wishing to run in the invitation class must submit a written specification of the car detailing all areas where the car does not comply with these regulations.

This specification will be made available to the eligibility scrutineers for post event checks. Cars will be approved each season on an individual vehicle basis by the CTCRC Committee and the car must not deviate from the submitted specification unless such changes are approved by the CTCRC committee. Any approval may be withdrawn at any time by the CTCRC committee. Invitation class cars are not eligible for overall championship awards.

Cars entered in Class H Beetles are awarded points, trophies in class and an annual Beetle Challenge Trophy but are not eligible to win the Overall Championship. Class H technical eligibility is subject entirely to regulations of section 5a and not otherwise.

5.2.4 Cars must be presented to a high standard.

5.2.5 Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event.

5.3 Safety Requirements:

All vehicles must be fitted with a safety roll-over structure as defined in the MSA Competitors' and Officials' Yearbook - Section K.

Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety roll-over structure and any door bars.

5.4 Miscellaneous:

5.4.1 Vehicles may be brought up to any series production specifications for that model prior to 1st January 1974. For the avoidance of doubt, 'model' shall mean a vehicle of the same bodyshell shape, size, specification and silhouette.

5.4.2 Competitors registering do so in the full knowledge that CTCRC reserves the right to require the Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the CTCRC but the CTCRC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out.

5.4.3 Where these regulations call for original components or pattern parts these must be to the manufacturer's original specifications for that model as catalogued by the manufacturer or importer prior to 1st January 1974.

5.4.4 Advertising on vehicles is subject to requirements set out in MSA Yearbook Regulation H29.1.2 & H29.1.3

5.4.5 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections J & Q of the MSA Yearbook except where specified below.

5.4.6 Any component listed on the FIA/FISA, MSA (or national equivalent for foreign cars) homologation papers for use in Group One during the series production of that model, may be substituted for the original production component save that no component may be substituted which serves to alter the shape or size of the bodyshell and/or panels themselves or increase the capacity of the engine beyond that which was in production or homologated prior to 1st January 1974. Optional equipment is to be submitted to the CTCRC for possible inclusion on a vehicle by vehicle basis.

5.4.7 Nuts, bolts, washers and locking devices are free.

5.4.8 The original mirrors may be removed but vehicles must be fitted with at least one externally mounted rear view mirror in accordance with MSA Yearbook section Q19.15.1 and at least one interior mirror. The fitment of a wide angle interior rear view mirror is recommended.

5.5 Chassis:

5.5.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited.

5.5.2 Addition of material to strengthen the chassis and seam welding is permitted.

5.5.3 Minimum ground clearance without driver is 4" (100mm) excluding exhausts and silencers.

- Jaguar XJ series and Lotus Cortina Mk2 do not have to achieve the required ground clearance at the outer ends of the front lower suspension arms.

5.5.4 Steering wheels and steering columns are free

5.5.5 Foot controls and their linkages are free except that the foot operated surface of the brake pedal must be located no more than 4" (100mm) forward or rearward of the original production position.

5.6 Bodywork:

5.6.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces including all light lenses. Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents but replacement of panels with non-original material is prohibited except for front wings which may be replaced with replicas in fibreglass material of standard shape and silhouette and fitted such that the original wing could be refitted without modification. External trim must be retained except that bumpers

may be removed provided that in the event of their removal all supporting devices and brackets as would otherwise protrude beyond the bodywork are also removed. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including over-riders).

- Rover P6 may use the export model Federal bonnet.
- Firenza may use Droopsnoot front.
- Mini Clubman may use wing extension kit part number C-AJJ3316

5.6.2 All internal panels and sub-assemblies must remain as originally manufactured. Strengthening is permitted. Battery trays and their supports may be removed. It is only permitted to make holes in panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.

5.6.3 Interior:

a) The dashboard must be retained in original material. The interior door trim must be retained in original or other non-flammable material. In the habitacle, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.

b) Instrumentation is free.

c) Window material for side and rear windows is free subject to prevailing MSA regulations. All original window mounting hardware (i.e. mounting rubbers, sliders, guides, quarter-lights and other externally visible features) must be retained. Window operating controls may be removed. If window operating controls are retained it is permissible to change electrically operated windows to manual winding operation.

d) Driver's seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car. Local modifications are permitted for the purposes of secure and safe mounting. Other seats may be removed.

e) Heaters and internal ventilation systems may be removed.

5.6.4 The original boot and bonnet fasteners may be removed. All boot and bonnet hinges must remain in position and operate as in original production. The bonnet and boot shut lines must be as in production.

5.6.5 Radiator grill slats must not be removed unless they are less than 1" apart, if so alternate slats may be removed.

5.7 Engine:

5.7.1 The engine must be located in the original position.

5.7.2 The original standard production cylinder block may be used or an alternative manufactured by the same manufacturer to the original production specification including but not limited to material, bore, number of main bearings and number of main bearing fasteners and may be re-bored up to a maximum of plus 0.065".

5.7.3 The cylinder head must be the original standard production component or an alternative manufactured by the same manufacturer as the original production component to the original production specification including but not limited to material, number of valves, ports and plugs, same plug angle, valve angle/port configuration and operating type and fixes directly onto the original standard production cylinder block without modification.

5.7.4 The crankshaft is free but the original stroke and number of bearings must be retained.

5.7.5 Camshafts, camshaft bearings and drive systems are free, provided that they remain in their original positions and are the sole means of operating the valves.

5.7.6 Induction: Only the original production type of induction must be used.

Inlet trumpets are not permitted to have automatically controlled adjustment.

The production or homologated carburation must be fitted. It may be "gas-flowed" by polishing and internal removal of metal but the intake and outlet flange dimensions must remain as original.

- Mazda RX3 may use a single Weber 48 IDA carburettor.

- Ford Escort Mexico may use 2 x 40DCOE Weber carburettors.

Fuel injection is only permitted if fitted in production or homologated in Appendix 'J' Group 1 prior to 1st January 1974 and must employ the original control unit, production method of triggering and operation. The original plenum chamber must be retained intact but the entry duct and/or flange may be variously;

- extended upstream by the addition of metal and/or separate trunking not extending beyond the periphery of the bodywork,
- reduced in length by removal metal upstream (not downstream) of the original entry to the main plenum chamber or entry to the first branch pipe, whichever is the further upstream.

- 5.7.7. Radiators are free but must remain in their original location.
- 5.7.8 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 5.7.9 The exhaust system is free subject to MSA requirements.
- 5.7.10 Dry sump oil systems are prohibited.
- 5.7.11 The distributor may be fitted with an after-market spark triggering device but the distributor must remain in its original position and must maintain its original function. Any additional system which processes information acquired from the ambient conditions and/or the engine is not permitted. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high tension spark. The firing order must not be changed. The remainder of the ignition system is free.
- 5.7.12 Forced induction is not permitted unless either fitted in production or homologated in F.I.A. Appendix 'J' Group one before 1st January 1974. Cars using forced induction will be subject to an equivalency factor of 1.4:1. Boost pressure must not be adjustable from within the habitacle. When fitting of a turbocharger is permitted by these regulations it shall be the standard production or homologated, component and must not be modified. The boost pressure setting is free.
- 5.7.13 Inlet and exhaust manifolds are free.
- 5.7.14 It is permissible to remove metal from original cylinder blocks and heads.
- 5.7.15 Rotary engined cars: The induction timing is free and therefore the dimension of the induction port which controls its opening and closing point may be modified by removal and addition of material. In all other respects the port must remain as homologated. The engine capacity will be determined by using an equivalency factor of 2:1
- 5.7.16 Fuel pumps and fuel tanks are free subject to MSA requirements. Only pump fuel as defined by the MSA Yearbook is allowed and an MSA permitted additive is allowed,
- 5.7.17 All other engine components are free.
- 5.7.18 To allow for scrutineer's wire seals, every installed engine must have 1.6mm (1/16in) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.
- 5.7.19 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the CTCRC Committee or a Licensed Eligibility Scrutineer may seals be broken.

5.8 Suspension:

- 5.8.1 Suspension springs are free except for maintaining type (coil, leaf, torsion) and no more than the original number are employed. Spring caps are free and spring platforms may be adjustable. A telescopic damper may be converted to a coilover and redundant coil springs removed.
- 5.8.2 Suspension type must remain unaltered. Except springs, anti roll bars and dampers the original suspension components (or pattern parts to the manufacturer's original specification) must be employed in their original positions and may be strengthened except that Track Control Arms may be modified locally solely for the purpose of adjusting length but this does not permit use of a track rod end joint. Macpherson Strut top mounts are free. Bushes are free but spherical bearings or joints are prohibited unless fitted as standard. The original suspension mounting points are to be used without modification, but may be strengthened.
- 5.8.3 Dampers are free providing the original operating principle (hydraulic, friction, lever or telescopic) and no more than the original number are employed. These must be mounted on the original mounting points.

5.8.4 Anti-roll bars, anti-tramp bars, panhard rods, watts linkages, lowering blocks and their mountings may be added and these components only may incorporate spherical bearings or joints. No other additional suspension components are permitted.

5.9 Transmission:

5.9.1 The gearbox must remain in the original position. No more than four forward ratios are permitted unless supplied as original equipment. Vehicles must use either the original production type of gearbox or a homologated alternative. Cars originally produced with no manual gearbox option may use any 4-speed manual gearbox from the period.

- Jaguar XJ12 may use a Getrag 5 speed manual gearbox from the period with only 4 gears operational or a 4 speed manual gearbox from any other production Jaguar, of, or prior to the period.
- Rover P6B may use a Rover SDI 4 speed gearbox.
- Mazda RX3 and RX4 may use a Ford Type 9 Gearbox with iron case.
- Avenger may use a Ford Type E Rocket Gearbox with iron case

5.9.2 Gear ratios and type are free but gearboxes and transaxles with rapidly interchangeable ratios or proprietary racing gearboxes are prohibited.

5.9.3 An additional overdrive gearbox may be fitted. Gear levers and gear shift mechanisms are free but must employ the original method of operation, shift pattern and bodysell aperture.

5.9.4 The rear axle must remain in its original position.

5.9.5 The rear axle casing must be the original standard production component but may be locally modified.

- Vauxhall Firenza, Vauxhall Magnum and Hillman Avenger may use a Ford English axle but the axle casing must be modified to pick up the recipient vehicle's standard suspension location mounts.

5.9.6 The final drive ratio is free.

5.9.7 Mechanical limited slip or torque biasing differentials are permitted.

5.9.8 Sequential gearboxes and/or traction control devices are prohibited.

5.9.9. Where a differential casing is removable from an axle casing the differential casing must be regarded as part of the original axle casing and is covered by the same technical regulations.

5.9.10 Drive shafts and propshafts are free but may only be made of metallic material.

5.10 Electrical:

5.10.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

5.10.2 Headlights, tail lights, stop lights, high intensity rear light and windscreen wiper must be fitted and in full working order.

5.11 Brakes:

5.11.1 Brake systems are free save that carbon discs and ABS systems are prohibited. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car and serves no other purpose and if beneath the car does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including over-riders). Modification or removal of brake back plates is permitted.

5.11.2 Cars must be fitted with an operational hand brake. Cars fitted with dual circuit braking are not required to have a handbrake fitted.

5.11.3 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

5.12 Wheels and Tyres:

5.12.1 Road wheels must be of original diameter, must be fastened by the original number of studs/bolts, split rims are prohibited and material is free. Hubs are free.

- BMW CSL and Rover P6 may use 15" diameter wheels.

5.12.2 The only permitted tyres are:-

Dunlop Formula R D01J
 Dunlop Direzza 02G
 Dunlop Direzza 03G
 Toyo Proxes R888
 Toyo Proxes R1R
 Kumho ECSTA V700
 Yokohama A048-R
 Yokohama A032-R
 Dunlop D84J, D83J, D93J (D93J in 10" diameter only).

For the purpose of clarification these tyres are MSA List 1B and therefore MSA List 1A regulations relating to wear bars and tread depth do not apply

Tyres listed in the MSA List 1A are also permitted

Tyres must have an aspect ratio (profile) of 50% or greater.

No modification to tread pattern or tread depth by cutting is allowed.

Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted

5.12.3 Maximum permitted rim widths are:

Class A 8.0 ins
 Class B 7.0 ins
 Class C 6.0 ins
 Class D 5.5 ins
 Class E 5.0 ins
 Class F 5.0 ins

5.15 Weights:

These are true minimum weights with no tolerance and all cars must comply at all times including the driver, normally seated with racing overalls and helmet. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations. Ballast must be securely attached within the habitacle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals (J5.15). The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.

Minimum weights by production capacity (not homologated capacity) after applying equivalency factor not exceeding:

1000cc	745kg	3600cc	1221kg
1100cc	765kg	3700cc	1237kg
1200cc	785kg	3800cc	1253kg
1300cc	805kg	3900cc	1269kg
1400cc	825kg	4000cc	1285kg
1500cc	845kg	4100cc	1299kg
1600cc	865kg	4200cc	1313kg
1700cc	885kg	4300cc	1327kg
1800cc	905kg	4400cc	1341kg
1900cc	925kg	4500cc	1355kg
2000cc	945kg	4600cc	1369kg
2100cc	964kg	4700cc	1383kg
2200cc	983kg	4800cc	1397kg
2300cc	1002kg	4900cc	1411kg
2400cc	1021kg	5000cc	1425kg
2500cc	1040kg	5100cc	1439kg

2600cc	1057kg	5200cc	1449kg
2700cc	1074kg	5300cc	1461kg
2800cc	1091kg	5400cc	1473kg
2900cc	1108kg	5500cc	1485kg
3000cc	1125kg	5600cc	1497kg
3100cc	1141kg	5700cc	1509kg
3200cc	1157kg	5800cc	1521kg
3300cc	1173kg	5900cc	1533kg
3400cc	1189kg	6000cc	1545kg
3500cc	1205kg		

Engine capacities exceeding 6000cc:- add 10kg per 100cc. Therefore 7000cc minimum weight = 1645kg.
All cars must comply with championship weight limits irrespective of the year of manufacture.

- All 1275 British Leyland Mini's to run at or above the minimum homologated weight of the Mini 1275GT

5.17 Numbers and Championship Decals:

- 5.17.1 Only competition numbers as allocated by the CTCRC Registrar shall be displayed. All numbers are to be displayed in accordance with MSA regulation J4.1 and shall remain as allocated until the end of the season in question.
- 5.17.2 All vehicles must display the current CTCRC issued number backgrounds without modification, the BARC Shield and any other advertising material associated with a Championship sponsor as required by the CTCRC. Failure to do so may result in exclusion from qualifying, race and / or results.

5a. SPECIFIC TECHNICAL REGULATIONS FOR CLASS H: BEETLES

5a.1.0 General Description:

Class H is for any Type 1 Volkswagen Beetle. Vehicles do not have to be presented in a road legal condition but should be presented in a structurally sound condition and be fit for purpose.

5a.2.0 General Technical Requirements and Exceptions:

The bodywork must be all steel and maintain the standard silhouette and plan profile above and below the axle centre lines. The rear apron may not be altered from the standard bodywork (see 2.4). However the engine cover may be propped open by a maximum of 65mm, measured from the centre of the engine cover at its highest point. The engine cover must be firmly secured by a minimum of 2 quick release fixings.

- 5a.2.1 The floor plan is to remain as standard.
- 5a.2.2 Guttering must remain as standard.
- 5a.2.3. No aerodynamic devices are permitted.
- 5a.2.4. Rear panels may be made removable.
- 5a.2.5. Bumper and bumper irons may be removed.
- 5a.2.6. A laminated front windscreen must be fitted. Side and rear windows may be replaced with Perspex or similar within the confines of MSA Technical/Safety Regulations. Quarter lights may be removed and one piece type windows fitted.
- 5a.2.7
 - a) All interior trim must be removed.
 - b) 1303 must retain its original dashboard moulding.
- 5a.2.8. Full running boards must be retained in original locations. Jacking points may be removed. On board jacking systems are prohibited.
- 5a.2.9. There is no stipulated minimum ride height, but vehicles must conform to MSA stipulated technical regulations.
- 5a.2.10. Body panels may be exchanged between years.

5a.3. Engine:

- 5a.3.1. The engine specification is free. However the engine must be of the type originally fitted to the vehicle, all vehicles must use a type 1 engine, the use of type 4 or similar is strictly forbidden. Aftermarket type 1 replacement engine casings of any material are allowed provided they are a direct replacement for the original item. Two piece cases may only be used.
- 5a.3.2. Dry sumping is allowed.
- 5a.3.3. Carburetion is free. For clarification fuel injection, supercharging and turbo charging is not permitted.
- 5a.3.4. The exhaust system is free but must conform to MSA specifications.
- 5a.3.5. The type of cooling is free (but must remain air cooled).
- 5a.3.6. Extra oil coolers may be fitted but they and their associated fittings must remain internal to the bodywork.

5a.4. Transmission:

- 5a.4.1. Full synchromesh VW Type 1 gearbox must be used with 4 operable forward and one reverse gear. Removal of synchromesh units is prohibited. Locking or Limited slip differentials are allowed. Gear ratios are free. Aftermarket gearbox casings are allowed provided they are a direct replacement of a type 1 casing.
- 5a.4.2. Gearbox mounts are free.
- 5a.4.3. Up rated side plates and axles may be fitted.

5a.5. Suspension:

- 5a.5.1. Front and rear anti roll bars are free.
- 5a.5.2. The use of spherical bearings and rod ends in the suspension is not permitted. (Urethane suspension bushes are allowed).
- 5a.5.3. Adjustable rear spring plates are allowed.
- 5a.5.4
 - a) The original front suspension must be retained, lowering of the front suspension may be obtained by fitting "sway away" or similar adjusters, the amount of, or their positions are free.
 - b) Early king and link pin vehicles may update to accept the later frame head and ball joint front beam.
- 5a.5.5. Narrowed front beams are permissible.
- 5a.5.6. Swing axle cars may update the rear suspension to IRS provided it is done to factory specification (only original VW components must be used, no alloy or Porsche parts should be used).
- 5a.5.7. A camber compensator can be fitted.
- 5a.5.8. A bolt in Torque Bar/Trapeze bar kit may be fitted.
- 5a.5.9. Torsion Leaves/bars are free.
- 5a.5.10. Dropped spindles may be used.
- 5a.5.11. Long travel ball joints may be fitted.
- 5a.5.12. Bump steer kits may be fitted.
- 5a.5.13. Eccentric camber adjusters may be fitted.
- 5a.5.14. Caster shims may used in any number.
- 5a.5.15
 - a) Front and rear dampers are free, but must be of the original type used. (coil over dampers or dampers with external reservoirs may not be used).

1302/1303 specific

- 5a.5.15
 - b) 1302/03 May use coil over dampers on the front only.
- 5a.5.16. An upper front strut brace may be fitted.
- 5a.5.17. All suspension mounting points must remain as factory.
- 5a.5.18. Front top mounts are free.

5a.6. Electrics:

- 5a.6.1. All standard vehicle lighting must be retained and be fully operational with all lenses/reflectors protected as per MSA regulations.
- 5a.6.2. A high intensity rear warning light must be fitted and comply with MSA regulations.
- 5a.6.3. Battery type and location is free. If fitted within the driver compartment a suitable battery box must be used.
- 5a.6.4
 - a) The standard type 1 VW distributor, Bosch 009 or its direct replacement must remain in the manufacturer's original form, be the sole means of ignition advance and retard and distribute the H.T. spark and trigger L.T. circuit. After market systems are not permitted.
 - b) Points may be replaced with a single point electronic ignition conversion.
 - c) The type and choice of coil is free.

5a.6.5. Rear number plate light and housing and associated wiring may be removed.

5a.6.6. A generator/alternator must be fitted and in working order.

5a.6.7. An electrical/master switch must be installed as per MSA yearbook.

5a.6.8. The type of battery and its location is free.

5a.7. Brakes:

5a.7.1. Brake & pedal assemblies must remain as factory.

5a.7.2. The choice of lining material is free.

- 5a.7.3 a) Dual circuit brakes must be fitted.
b) The choice of master cylinder is free.
c) Brake fluid reservoir(s) are free as is the location.

5a.7.4. Brake proportioning valves are permitted.

5a.7.5. Servo assistance is not permitted.

5a.7.6. The handbrake does not have to be fitted or operational.

5a.7.7. Front drum brakes may be upgraded with a disk brake conversion, the type of disk & calliper is free. Backing plates may be deformed or removed.

5a.7.8. Rear drum brakes may be upgraded or replaced with an aftermarket disk brake conversion, the disk & calliper is free.

5a.7.9. Braided brake pipes may be fitted.

5a.8. Wheels & Steering:

5a.8.1. The steering must be as standard in fitment and location and be used in an un- modified condition.

5a.8.2. Wheels are free but must be of a maximum of 6.0x15

5a.9. Tyres:

5a.9.1. Nominated tyre size 195-50-R15

5a.9.2. Nominated tyre is Toyo R888 in compound GG.

5a.9.3. Tyre warmers or any form of chemical softening is prohibited.

5a.10. Vehicle weight:

Currently no minimum weight, but the Organisers reserve the right to introduce a weight limit, or success ballast as required.

5a.11. Fuel/Fuel tank:

5a.11.1. Fuel tanks are free but must be fitted within the standard location.

5a.11.2. The fuel pump and its location are free.

5a.11.3. The only permitted fuel is Pump fuel as defined in the MSA Yearbook.

5a.12. Safety:

5a.12.1. The roll cage must conform to the minimum standard as stipulated in the MSA yearbook. It must not pass through the habitable or fit to any part of the suspension either front, rear or to the frame horns. It must remain internal to the body shell.

5a.12.2. Seat must contain integral headrest, it must be of fixed non movable construction and be bolted down to the floor with the minimum of 8mm bolts. Load spreading washers should be fitted under the bolts.

5a.12.3. FIA approved harness (in date) must be fitted, as per MSA yearbook.

5a.12.4. FIA approved extinguisher must be fitted (as defined in the MSA Yearbook) in either manual or electronic.

5a.13. Miscellaneous:

5a.13.1. Wings may have the lip trimmed or rolled to avoid rubbing but must retain their original exterior profile.

5a.13.2. Inner door skins may be trimmed for lightness but the door must retain its original profile and the strength and integrity of the panel should be maintained.

5a.13.3. Bonnet and deck lids may have any double skinned area or excessive metal trimmed or removed to aid fitment but must retain its original profile.

5a.13.4. All un-required wiring and horn may be removed.

5a.13.5. Any metal associated with unused seat mounts, trim clips, battery mounting points and heater controls inside the body shell may be removed.

5a.13.6. Wipers must be fitted and functional.

5a.13.7. Screen washers do not have to be functional or fitted.

5a.13.8. At least 2 rear view mirrors must be fitted.

5a.13.9. Window winder mechanisms may be removed.

5a.13.10. All badges and trim may be removed.

5a.13.11. Bonnet and deck lid hinges may be removed along with the handle and lock.

5a.13.12. Holes may be made to the inner rear arches for ease of access to twin carburetors, care should be taken to ensure the integrity of the panel is kept; covers should be in place.

5a.14. Exceptions:

In order to encourage participation any vehicle that does not conform to the aforementioned regulations may be considered on merit. If agreed by the other competitors and the vehicle does not have a significant advantage, an exception may be agreed by means of weight penalty or being given a bye for a set period of time.

6. APPENDICES:

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

6.1 Race Organising Clubs and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233

Eligibility Scrutineer:
TBC (BARC)

6.2 Commercial Undertakings:

None

6.3 Agreed Waivers:

Refer to the relevant part of Section 5 for details of specific agreed waivers

6.4 Log Books:

A central logbook will be held by the eligibility scrutineers where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.