



2010 NATIONAL HISTORIC TECHNICAL REGULATIONS FOR:

SALOON CARS (APPENDIX A & B)
SPORTS & GT (APPENDIX C & D)

<p>APPENDIX A NATIONAL TECHNICAL REGULATIONS 2010 PRE-77 HISTORIC SALOON CARS NR52/10 CONTROL</p> <p>These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Historic Racing Car Register (HRCR) and WPMC Classic Car Racing administrators for final publication by Motorsport South Africa (MSA).</p> <p>1. ELIGIBILITY</p> <p>1.1 Historic Saloon Cars are production saloon cars marketed before 31st December 1976 and out of current production for at least ten years.</p> <p>1.2 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.</p> <p>1.3 The responsibility to prove eligibility is that of the entrant at all times.</p> <p>TECHNICAL SPECIFICATIONS</p> <p>2. BODYWORK</p> <p>2.1 The bodywork must remain in 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 and valances may not be removed. No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork.</p> <p>2.2 The wheel arch fender pressing may be flared or a period type Group 2 wheel spat may be fitted providing that the width of the wheel arch is not increased by more than two inches. The wheel arch extension must cover the upper third of the wheel when viewed from above. For Group 5 cars the period homologated wheel arch width is permitted.</p> <p>2.3 Where any aftermarket body panels and aerodynamic panels are to be used a 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.</p>	<p>APPENDIX B NATIONAL TECHNICAL REGULATIONS 2010 PRE-66 HISTORIC SALOON CARS NR52/10 CONTROL</p> <p>These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Legends Saloon Car Committee (ZOC) for final publication by Motorsport South Africa.</p> <p>1. ELIGIBILITY</p> <p>1.1 Historic Legends Saloon Cars are production saloon cars marketed before 31st December 1965.</p> <p>1.2 The reference for eligible cars of the period will be SUN ON THE GRID.</p> <p>1.3 Commercial advertising on cars is restricted and must conform to the branding style representative of the period.</p> <p>1.4 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.</p> <p>1.5 The responsibility to prove eligibility is that of the entrant at all times.</p> <p>TECHNICAL SPECIFICATIONS</p> <p>2. CHASSIS/BODYWORK</p> <p>2.1 Chassis and chassis members must remain as originally manufactured and no lightening is permitted. Addition of material to strengthen the chassis and seam welding is permitted.</p> <p>2.2 The bodywork must be complete and standard in shape and silhouette as produced by the vehicle manufacturer for the model in the period. No holes may be cut into front and rear valances and valances may not be removed. No additional spoilers, air ducts, scoops or blisters are permitted on the bodywork.</p> <p>2.3 Headlights, brake lights and rear indicators must be in working order.</p> <p>3. INTERIOR AND GLASSWORK</p> <p>3.1 Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.</p> <p>3.2 Original dashboards must be retained but instrumentation is free. Door panels must</p>
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2.4	<p>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.</p>		<p>remain but may be replaced with alternate material.</p>
2.5	<p>Bumpers and embellishers may be removed, but headlamps and rims, tail lamps and radiator grilles must remain as standard for the model.</p>	3.3	<p>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.</p>
2.6	<p>Headlights, tail lights, indicators and stop lights must be in full working order.</p>	3.4	<p>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.</p>
2.7	<p>Cars must be fitted with at least one internal mounted and one externally mounted rear view mirror.</p>	4	<p>SUSPENSION</p>
2.8	<p>Rear engine cars with front mounted radiators may modify the front lower valance to accommodate the radiator.</p>	4.1	<p>The standard type of suspension must be retained and must mount on the original mounting points provided by the manufacturer. Suspension components may be modified providing that the standard dimensions are retained. Ball joints must be retained but the replacement of rubber suspension bushings with alternate materials is permitted.</p>
2.9	<p>All rear engine cars may have raised bonnets to aid engine cooling.</p>	4.2	<p>Spring rates are free but the original type of spring must be retained, locate in the standard mounting points and carry the full weight of the car.</p>
3.	<p>INTERIOR AND GLASSWORK</p>	4.3	<p>Cars with leaf spring type rear suspension may fit a maximum of two anti-tramp rods and a pan hard rod to provide positive location of the rear axle.</p>
3.1	<p>Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.</p>	4.4	<p>Anti-roll bars and the mounting points are free of restriction.</p>
3.2	<p>Original dashboards must be retained but instrumentation is free. Door panels must remain however original material may be replaced with aluminium.</p>	4.5	<p>Shock absorbers may be replaced but must be fitted to the original mounting points on the body, chassis and suspension. The upper mounting point of the McPhearson strut may be relocated within a 25mm radius of the original. Coil-over units are not permitted unless fitted as standard by the manufacturer.</p>
3.3	<p>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.</p>	5	<p>BRAKES</p>
3.4	<p>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.</p>	5.1	<p>Brake master cylinders and pedal box are unrestricted.</p>
4.	<p>SUSPENSION</p>	5.2	<p>Front and rear brakes may be upgraded from drums to discs but calipers are restricted to a maximum of four piston type units.</p>
4.1	<p>Suspensions may be modified providing the original type and one of the manufactures original mounting points per wheel on the body is retained.</p>	5.3	<p>Carbon type brake rotors and ABS systems are prohibited.</p>
4.2	<p>Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.</p>	6	<p>WHEELS & TYRES</p>
4.3	<p>Shock absorber make and type are free but coil over units are not permitted unless fitted as standard by the manufacturer.</p>	6.1	<p>Wheels comprise of the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.2 Bodywork.</p>
4.4	<p>Spring rates are free but the original type of spring must be retained and one type may not be used to supplement another type.</p>	6.2	<p>Any period style wheel rim that has a diameter within one inch either way of what was fitted as original equipment may be used</p>
4.5	<p>Steering boxes may be replaced with a steering rack.</p>	6.3	<p>Listed below are the treaded racing tyres eligible for the series. Maximum rim diameter 15 inch. Dunlop CR65 - CR82 Dunlop Formula R - Direzza</p>
4.6	<p>Wheel base datum points must remain within 25mm of the standard specification.</p>		
5.	<p>BRAKES</p>		
5.1	<p>Brake system modifications are free save that carbon type brake rotors and ABS</p>		

5.2	systems are prohibited. Brake lights must be operational and operated only by the brake pedal without a delay or other switching device.		Bridgestone Potenza RE55 Maximum rim diameter 16 inch. Goodyear G7 Bluestreak Hoosier Street T.D.
6	WHEELS & TYRES	7.	ENGINES
6.1	Wheels comprise of the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.2 Bodywork.	7.1	Cars must use an engine produced by the vehicle manufacturer that conforms to the same basic configuration as the original engine of the period. Engine blocks and cylinder heads manufactured after 1965 may be used providing they are a direct replacement for the original of the period.
6.2	Any period style wheel rim that has a diameter within one inch either way of what was fitted as original equipment may be used	7.2	Engine configuration:
6.3	Rim and tyre widths are free but must fit within the confines of the bodywork as described in Regulation 2.2 Bodywork.	7.2.1	Cylinders: In-Line - V - Flat
6.4	Tyres are free of restriction.	7.2.2	Number of cylinders:
7	ENGINES	7.2.3	Camshaft position: Block or OHC
7.1	Any period pre-77 engine block may be used as manufactured in the period by the original vehicle manufacturer with the same number of cylinders.	7.2.4	Number of valves per cylinder:
7.2	Engine blocks manufactured by the original manufacturer post-76 may only be used if they are the same as the original of the period.	7.2.5	Block: The engine block must be the manufactures standard production or an aftermarket direct replacement for the original type manufactured from the same material as the original block of the period.
7.3	Cylinder heads may be substituted for another type manufactured by the same manufacturer providing the camshaft position, number of camshafts, number of valves and spark plugs remains the same as the original of the period.	7.2.6	Cylinder heads: Cylinder heads must be the manufactures standard production or an aftermarket direct replacement for the original type of the period. Cylinder head material may be cast iron or aluminium.
7.4	Rotary engines: Number of rotors and intake port location as per original period production engine.	7.2.7	Oil system: Dry sump systems may only be fitted subject to SVO approval.
7.5	Oil system: Dry sump systems are permitted.	7.2.8	Ignition: Electronic systems are permitted providing that the distributor and its function are retained.
7.6	Ignition: Electronic systems are permitted providing that the distributor and its function are retained.	7.2.9	Intake and exhaust manifolds are free.
7.7	Intake and exhaust manifolds are free.	7.2.10	Carburetion: Period type carburetors.
7.8	Carburetion: Period type carburetors and fuel injection systems only.	7.2.11	Fuel Pump: Any fuel pump/s may be used.
7.9	Fuel Pump: Any fuel pump/s may be used.	7.2.12	All other engine modifications are free of restriction.
7.10	The engine must be mounted in the original position.	7.3	The standard capacity of the original engine may be increased as follows:
7.11	All other engine modifications are free of restriction.		Engine capacity under 1300cc may be increased to 1450cc
7.12	The standard capacity of the original engine may be increased as follows: Engine capacity under 1300cc may be increased to 1450cc Engine capacity between 1300cc and 1600cc may be increased by 25% Engine capacity between 1600cc and 2000cc may be increased by 15% Engine capacity over 2000cc may be increased by 10%	8.	TRANSMISSION
8	TRANSMISSION	8.1	The gearbox or transaxle must be either the original make and type or a substitute derived from a standard production car unit of the period.
8.1	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.	8.2	The gearbox or transaxle unit may not have more than five forward speeds. The clutch and the method of operation are unrestricted.
		8.3	The type and location of the rear axle must be retained.
		8.4	Gear ratios and final drive ratio are free and any type of limited slip differential unit may be used.
		8.5	
		9	GENERAL TECHNICAL SPECIFICATIONS

8.2	Gearboxes and transaxle units must be mounted in the original position.	9.1	The engine, gearbox and rear axle must remain in the original position.
8.3	Rear axle casings are free but the original type may not be substituted for another and must remain in the original position.	9.2	The minimum weight of cars may not be less than 10% below the manufactures stated kerb weight for the model.
8.4	Sequential type gearboxes and traction control devices are prohibited.	9.3	All vehicles must be fitted with an MSA GCR 239 specified roll cage which must be confined to the passenger compartment.
8.5	The clutch and the method of operation are unrestricted.	9.4	All vehicles must be fitted with seatbelts that comply with MSA GCR 239 specifications.
8.6	Gear ratios and final drive ratios are free and any type of limited slip differential unit may be used.	9.5	Cars must carry a fire extinguisher (minimum 1.5kg) which must be accessible to the driver when strapped into the driver seat.
9	GENERAL TECHNICAL SPECIFICATIONS	9.6	Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
9.1	The minimum weight of car the car may not be less than the homologated weight or 10% below the manufactures stated kerb mass for the model raced.	9.7	Tow hooks must be fitted to the front and rear of the car and clearly marked Tow.
9.2	Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.	9.8	The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
9.3	Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.	9.9	Fuel must conform to the specifications as described in GCR 240.
9.4	Cars must carry a fire extinguisher (minimum 1.5kg) which must be accessible to the driver when strapped into the driver seat.	9.10	Car preparation must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2010.
9.5	Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.	10	DISPESATION ZOC 2010 Special dispensation granted to ZOC Legends Saloon Car Committee for the 2010 Championship. (7.3) The implementation of engine capacity limits as described in this regulation will be deferred until 2011.
9.6	Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)		DISPENSATION HRCR 2010 Special dispensation granted to the Historic Racing Car Register (HRCR) for the 2010 Championship. (7.3) The implementation of engine capacity limits as described in this regulation will be deferred until 2011.
9.7	The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.		DISPENSATION WPMCCCC 2010 Special dispensation granted to WPMC Classic Car Racing for the 2010 Championship. (7.3) The implementation of engine capacity limits as described in this regulation will be deferred until 2011.
9.8	Fuel must conform to the specifications as described in GCR240.		
9.9	In car timing devices other than the official transponder type are not permitted.		
9.10	Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2010.		
10	DISPENSATION HRCR 2010 Special dispensation granted to the Historic Racing Car Register (HRCR) for the 2010 Championship. (7.2) The acceptance of engine blocks eligible under this regulation will be determined by the HRCR Committee. (8.3) The implementation of engine capacity limits as described in this regulation will be deferred until 2011. DISPENSATION WPMCCCC 2010 Special dispensation granted to WPMC Classic Car Racing for the 2010 Championship. (2.6) It is not a requirement for headlights, tail lights and indicators to be in full working order until 2011. (4.4) Original type springs may be supplemented with springs of a different type until 2011.		

<p>(6.2) It is permissible to use 15 inch diameter wheel rims on all pre-77 cars.</p> <p>(7.2) The acceptance of engine blocks eligible under this regulation will be determined by the WPMCCC.</p> <p>(7.4) Rotary engines are permitted to use peripheral port type rotor housings until the end of 2012.</p> <p>(8.3) The implementation of engine capacity limits as described in this regulation will be deferred until 2011.</p> <p>(9.1) The minimum weight of cars as required by this regulation will be deferred until 2011.</p>		
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<p>APPENDIX C NATIONAL TECHNICAL REGULATIONS 2010 PRE-84 SPORTS AND GT</p> <p>CONTROL These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Historic Racing Car Register (HRCR) for final publication by Motorsport South Africa (MSA).</p> <p>1. ELIGIBILITY</p> <p>1.1 Cars must comply with period classification ending 31st December 1983.</p> <p>1.2 Chassis that were constructed as Sports car, GT car or purpose built Sports racing car are eligible.</p> <p>1.3 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.</p> <p>1.4 The responsibility to prove eligibility is that of the entrant at all times.</p> <p>2. BODYWORK</p> <p>2.1 The bodywork of the car must be totally representative of the car as raced in the period.</p> <p>2.2 No aerodynamic components are permitted on the bodywork or on the underside of the car unless fitted to the car as raced in the period. Headlights, brake lights and rear indicators must be in working order.</p> <p>3. INTERIOR</p> <p>3.1 Cars must retain an interior and dashboard representative of the period.</p> <p>3.2 The driver's seat may be replaced with a modern style racing seat.</p> <p>3.3 Windscreens and side windows may be replaced with polycarbonate (Lexan) but the front windscreen may not be less</p>		<p>APPENDIX D NATIONAL TECHNICAL REGULATIONS 2010 PRE-66 SPORTS AND GT</p> <p>CONTROL These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with the Legends Saloon Car Committee (ZOC) for final publication by Motorsport South Africa.</p> <p>South Africa had a National Sports Car Championship from 1964 ending in 1968. No new cars were imported into South Africa after 1966 hence the discontinuation of the series. Other than the allowances stated in these regulations cars must be as raced in the period. Specific emphasis will be on external styling, appearance and sound of the cars as raced. The reference for cars of the period eligible for the series will be SUN ON THE GRID.</p> <p>1. ELIGIBILITY</p> <p>1.1 Cars must comply with period classification ending 31st December 1966/8.</p> <p>1.2 Chassis that were constructed as Sports car, GT car or purpose built Sports racing car are eligible.</p> <p>1.3 1 Cars must have an MSA stamped and registered Historic Technical Passport which must be available for inspection at all events.</p> <p>1.4 The responsibility to prove eligibility is that of the entrant at all times.</p> <p>2. BODYWORK</p> <p>2.1 The bodywork of the car must be totally representative of the car as raced in the period. Special dispensation may be considered where the body was modified after 1966 e.g. Porsche 906</p>
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	than 5mm thick.		Spyder, Chevron B8, Lolette V8.
4.	SUSPENSION	2.2	No aerodynamic components are permitted on the bodywork or on the underside of the car unless fitted to the car as raced in the period.
4.1	Suspensions may be modified providing the original type and one of the manufactures original mounting points per wheel on the chassis/body is retained.	2.3	Headlights, brake lights and rear indicators must be in working order.
4.2	Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.	3.	INTERIOR
4.3	Shock absorber make and type are free but coil over units are not permitted unless fitted as standard by the manufacturer.	3.1	Cars must retain an interior and dashboard representative of the period.
4.4	Spring rates are free but the original type of spring must be retained and one type may not be used to supplement another type.	3.2	The driver's seat may be replaced with a modern style racing seat.
4.5	Steering boxes may be replaced with a steering rack.	3.3	Windscreens and side windows may be replaced with polycarbonate (Lexan) but the front windscreen may not be less than 5mm thick.
4.6	Power steering is permitted.	4.	4. SUSPENSION
4.7	Suspension design for replica cars must be based on the following: Rear: Live axle, IRS or De-Dion as fitted to the original car in the period. Front: Upper and lower wishbone or McPherson strut may be utilized.	4.1	Suspensions may be modified but the type must be based on the following: Rear: Live axle, IRS or De-Dion as fitted to the original car in the period. Front: Upper and lower wishbone or McPherson strut may be utilized.
4.8	Wheel base datum points must remain within 50mm of the standard specification.	4.2	Additional mounting points for the adding of roll bars, radius arms, tramp rods and pan hard bar may be fitted.
5.	BRAKES	4.3	Shock absorber make and type are free.
5.1	Brake system modifications are free save that carbon type brake systems and ABS systems are prohibited.	4.4	Springs and spring rates are free.
5.2	Brake lights must be operational and operated only by the brake pedal.	4.5	Steering boxes may be replaced with a steering rack.
6.	WHEELS & TYRES	4.6	Power steering is permitted.
6.1	Wheel rim diameter may be increased buy one size over the original wheel diameter fitted to the car in the period. Wheels must be representative the style of racing rims used in the period.	4.7	Wheel base datum points must remain within 50mm of the standard specification.
6.2	Wheel rim width is not restricted but Regulation 2 Bodywork must be respected.	4.8	Minimum ride height is 100mm.
6.3	Tyre make and type are free of restriction.	5.	BRAKES
7.	ENGINES	5.1	Brake system modifications are free save that carbon type brake systems and ABS systems are prohibited.
7.1	Any period pre-83 engine block may be used as manufactured in the period by the original vehicle manufacturer with the same number of cylinders. If the original engine is not available application may be made to use an engine of a different type from the original manufacturer.	5.2	Brake lights must be operational and operated only by the brake pedal.
7.2	Engine blocks manufactured by the original manufacturer post-83 may only be used if they are the same as the original of the period.	6.	6. WHEELS & TYRES
7.3	Cylinder heads may be substituted for	6.1	Wheel rim diameter may be increased buy one size over the original wheel diameter fitted to the car in the period. Wheels must be representative the style of racing rims used in the period.
		6.2	Wheel rim width is not restricted but Regulation 2 Bodywork must be respected.
		6.3	Listed below are the treaded racing tyres eligible for the series. Maximum rim diameter 15 inch. Dunlop CR65 - CR82 Dunlop Formula R - Direzza Bridgestone Potenza RE55 Maximum rim diameter 16 inch. Goodyear G7 Bluestreak Hoosier Street T.D.
		7.	ENGINES

	another type manufactured by the same manufacturer providing the camshaft position, number of camshafts, number of valves and spark plugs remains the same as the original of the period.	7.1	Cars must use an engine of the same make and type as originally fitted by the vehicle manufacturer. If the original engine is not available application must be made to use an engine from an alternate manufacturer providing the basic configuration of the period engine is respected.
7.4	Rotary engines: Number of rotors and intake port location as per original period engine.		
7.5	Oil system: Dry sump systems are permitted.	7.2	Engine configuration:
7.6	Ignition: Electronic systems are permitted providing that the distributor and its function are retained.	7.2.1	Cylinders: In -Line - V - Flat
		7.2.2	Number of cylinders:
7.7	Intake and exhaust manifolds are free.	7.2.3	Camshaft position: Block or OHC
7.8	Carburetion: Period type carburetors and fuel injection systems only.	7.2.4	Number of valves per cylinder:
7.9	Fuel Pump: Any fuel pump/s may be used.	7.3	The engine block must be the manufactures standard production or an aftermarket direct replacement manufactured from the same material as the original block of the period.
7.10	All other engine modifications are free of restriction.	7.4	Cylinder heads must be the manufactures standard production or an aftermarket direct replacement for the original type of the period. Head material may be cast iron or aluminium.
7.11	The standard capacity of the original engine may be increased as follows: Engine capacity under 1200cc may be increased to 1300cc Engine capacity between 1201cc and 1800cc may be increased by 15% Engine capacity 1801cc and over by 10%	7.5	Oil system: Wet or Dry sump systems may be used.
7.12	Turbocharged engines may not exceed the capacity of the original engine when actual capacity is multiplied by a factor of 1.4.	7.6	Ignition: Electronic systems are permitted providing that the distributor and its function are retained.
8.	TRANSMISSION	7.7	Intake and exhaust manifolds are free.
8.1	The gearbox or transaxle must be either the original make and type or a replacement derived from a standard production car unit. Sequential shift mechanism is not permitted.	7.8	Carburetion: Period type carburetors and fuel injection systems only.
8.2	The clutch and the method of operation are unrestricted.	7.9	Fuel Pump: Any fuel pump/s may be used.
8.3	Final drive ratios are free and any type of limited slip differential may be used.	7.10	All other engine modifications are free of restriction.
9.	GENERAL SPECIFICATIONS	7.11	The standard capacity of the original engine may be increased as follows: Up to 5000cc by 25% Over 5000cc by 10%
9.1	The engine, gearbox and rear axle must remain in the original position.	8.	TRANSMISSION
9.2	Minimum weight for original cars may not be less than the homologated weight. Minimum weight for non homologated cars may not be less than 10% below the manufactures stated kerb weight. Minimum weight for replica cars will be stipulated by the controllers. The competition weight of all cars must be recorded in the HTP document.	8.1	The gearbox or transaxle must be either the original make and type or a replacement derived from a standard production car unit. Sequential shift mechanism is not permitted.
9.3	Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.	8.2	The clutch and the method of operation are unrestricted.
9.4	Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.	8.3	Final drive ratios are free and any type of limited slip differential may be used.
9.5	Cars must carry a fire extinguisher (minimum 1.5kg) which must be	9.	GENERAL SPECIFICATIONS
		9.1	The engine, gearbox and rear axle must remain in the original position.
		9.2	Minimum weight for original cars may not be less than the homologated weight. Minimum weight for non homologated cars may not be less than 10% below the manufactures stated kerb weight
		9.3	Minimum weight for replica cars will be stipulated by the controllers. The weight of all cars must be recorded in the HTP document.
		9.4	Cars must be fitted with a roll cage in

	accessible to the driver when strapped into the driver seat.		compliance with MSA GCR 239 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications.
9.6	Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.	9.5	Cars must carry a fire extinguisher (minimum 1.5kg) which must be accessible to the driver when strapped into the driver seat.
9.7	Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)	9.6	Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
9.8	The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.	9.7	Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)
9.9	Fuel must conform to the specifications as described in GCR240.	9.8	The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
9.10	Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2010.	9.9	Fuel must conform to the specifications as described in GCR240.
10.	DISPENSATION HRCR 2010 Special dispensation granted to the Historic Racing Car Register (HRCR) for the 2010 Championship. (8.1) - The implementation of engine capacity limits as described in this regulation will be deferred until 2011.	9.10	Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2010.

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