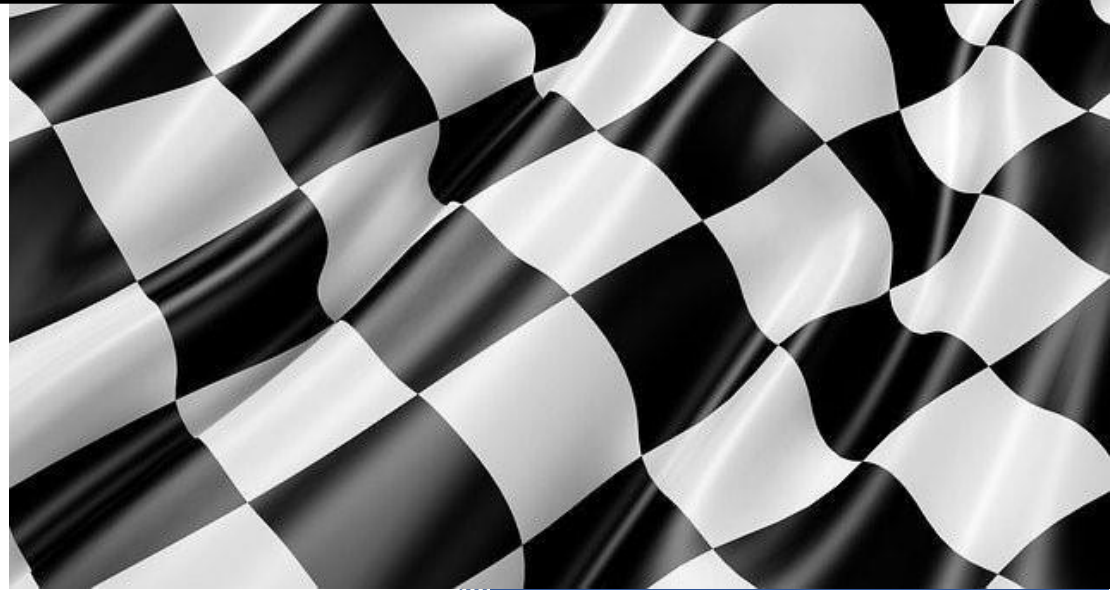




2024

## Club Standing Supplementary Regulations

# Northern Regions Historic Single Seater Association Championship



Version 1

1 January 2024

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**REVIEW AND AMENDMENTS**

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

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

**AMENDMENT RECORD**

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

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## SPORTING REGULATIONS

### 1. INTRODUCTION

1.1. This category of historic motorsport has a variety of periods and categories and is for single-seat and purpose built open two seat racing cars. The cars are split into six different class categories:

- **Class A** - Wings and Slicks F1, F2, F3, Atlantic, F5000, Formula Ford 2000, Formula South Africa and Formula Sigma (all pre-1986)
- **Class B** - Classic Formula Ford (pre 2003 – Kent 1600cc engines only)
- **Class C** - Historic Formula Ford (pre1981) & SA designed & manufactured Formula Ford pre-1986.
- **Class D** - Air cooled Formula Vee (pre-1989) Original and Tribute.
- **Class E** - Purpose-built Sports Cars up to 2000cc engine capacity (pre1967) Original and Tribute.
- **Class F** – Front Engine Single Seaters Pre 1975 Original and Tribute.
- **Class G** – Rear Engine Single Seaters Pre 1967 Original and Tribute.

Tribute cars (term for Replicas) must be built to be as close to the original as possible and must comply to the regulations of the original.

1.2. Each category is subject to a set of technical regulations (See Item 8) which need to be read in conjunction with these Regulations and Specifications.

1.3. The final decision as to the eligibility of any vehicle and its period shall rest with the HSSA Eligibility sub-committee whose decision shall be final.

1.4. Before commencing the construction of specialised vehicles and/or replicas, where there are no clear specifications, the concept and plans must be presented to the chairman of HSSA. A technical evaluation will be conducted, and approval will be issued or not. Cars built in the spirit of a period car must substantially resemble the original after which it is built and must contain NO parts that will provide an unfair advantage. Modern components may not be substituted, and the car must resemble the silhouette as well as the technical & mechanical workings of the period.

## **2. ADMINISTRATORS**

- 2.1. The controllers of Historic Single Seater Racing in South Africa shall be Motorsport South Africa (hereafter referred to as MSA) through the Historic Single Seater Association (hereafter referred to as HSSA) and the relevant MSA Regional Committee.
- 2.2. The MSA GCR's and SSR's, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations.

## **3. ELIGIBILITY AND CLASSIFICATION**

- 3.1. Only cars that have been registered with and approved by the HSSA, acting on behalf of MSA shall be eligible to compete in the Historic Single Seater Association Racing events.
- 3.2. Drivers must hold as a minimum, a current and valid, "Club Category" MSA licence which is applicable to the series.
- 3.3. The final decision as to the classification type/period of any vehicle shall rest with the HSSA Eligibility sub-committee, which shall be entitled to make that decision in its sole discretion. Aspirant competitors are strongly advised to consult with the HSSA regarding compliance with the Technical Specifications prior to starting their investment programme. The HSSA shall, upon submission of an HSSA registration form by the competitor, determine the Category and Class under which such vehicle shall race.
- 3.4. No car shall be permitted to race in any Historic Single Seater Racing Championship unless approved by and registered with the HSSA Committee.
- 3.5. Competitors will be required to complete an MSA HTP (Historic Technical Passport) for every vehicle to be raced, and on which full details of engine, gearbox, suspension, lightweight panels, wheel sizes, etc. and any other information required by the committee, shall be recorded. Once a vehicle has been accepted and approved by the HSSA, this registration form must be stamped and signed by the responsible officer of HSSA and registered with MSA.
- 3.6. Any proposed change to the specification of the vehicle must be recorded on an HSSA registration form and submitted to the HSSA for approval, once approved, it shall be included in the registration document.
- 3.7. Any competitor whose vehicle is found to differ in specification from his/her registration form and/or logbook will be requested to make the necessary changes and if such changes are not made, will be excluded from any future races.

## **4. NUMBERS; SPONSORS; ADVERTISING AND OTHER MARKINGS**

- 4.1. Advertising material, as deemed necessary by the relevant administering club in terms of the promotion of a series sponsor/s or any other ad hoc sponsorship material, shall be displayed on each competitor's car and/or racing apparel and in a specified position.
- 4.2. Should such advertising material not be placed on a competing vehicle or in the specified position, that vehicle will not be allowed to compete until such time as the specified advertising material is placed on the vehicle and in the correct position.

- 4.3. Advertising material (other than period) may be displayed, upon approval of HSSA.
- 4.4. HSSA shall allocate racing numbers of cars, as well as classes, within which specific cars shall compete (see para 3.3 above)

## **5. CODE OF CONDUCT**

### **5.1 Spirit of Historic Racing**

- 5.1.1. HSSA competitors must undertake to race within the spirit of the regulations and the HSSA will be the final judge of that fact.
- 5.1.2. Any competitor found to be seeking advantage by using performance enhancing components/devices or entering a car which either doesn't comply in all respects to THAT of the car of the period or has an engine capacity larger than the original, shall have their car inspected by the relevant Technical Representative of HSSA and be required to comply with the decision of the HSSA Eligibility Committee. Non-Compliant cars shall be recorded and monitored.

## **6. CHAMPIONSHIP AIM AND FORMAT**

### **6.1 Championship Aim**

- 6.1.3. The aim of the HSSA championship is to declare a Club Champion. The Champion shall be the competitor who accumulates the highest number of points in the season in the Index championship.
- 6.1.4. A parallel competition is run for scratch racing and the Tyler trophy is awarded.
- 6.1.5. In the case of a tie, the competitor with the greater number of first place points will be declared the champion. If this does not resolve the tie, then the greater number of second places failing this, third places and so on until the tie is resolved.

### **6.2 Championship Format**

- 6.2.1 The HSSA Championship will consist of five (5) events less any cancelled events. Each event will consist of two races.
- 6.2.2 The length of the championship races will be a minimum of 19 kilometres in length.
- 6.2.3 Races can be in two formats: Scratch or Handicap start. Notwithstanding this, and with consensus of the competitors, alternative starting and race formats may be considered to cater for circumstances at the time.

#### **6.2.3.1 Scratch Start**

In the case of scratch racing, the starting position on the grid for any competitor in the first race of any championship event will be determined by the fastest lap in official practice/qualifying of that competitor. Starting positions for the second race grid will be determined by the finishing order of the first race. Any competitor that does not finish the first race will start at the back of the grid for the next race. For safety reasons, the Clerk of the Course may elect to move that competitor from

the back of the grid to the back of their class. In scratch racing the result is according to the order in which the competitors cross the finishing line.

#### 6.2.3.2 Handicap Start (Not currently in use but could perhaps be raced in the future)

In Handicap racing starting positions are calculated based on qualifying times to produce a handicap time. Starting is by means of a flag and the competitor with the slowest handicap time starts first and the fastest last.

#### 6.2.4 Index of Performance

An index of performance will be calculated for each competitor after each scratch race.

The index for each competitor is calculated by taking their Ideal Race Time and dividing it by the Actual Race Time (in seconds) and multiplying by 100. The Ideal Race Time is calculated by taking the driver's fastest lap in the relevant race in seconds and multiplying by the number of race laps completed. First position will be awarded to the competitor with the highest index in that race, second position to the competitor with the next highest index and so on.

### 6.3 Point Scoring

#### 6.3.1 Index of Performance

6.3.1.1 Points are allocated according to the total number of starters for each race, counting down from the winner who scores the highest number of points to the last placed car which will score one point.

6.3.1.2 To qualify for points in a race, the car and driver must have crossed the finish line at the end of the race. Not crossing the finish line will be counted as a DNF no matter how many laps have been completed.

6.3.1.3 At the end of the day, after the heats have been completed, the points for each race are combined for each car. The ten finishers with the highest number of points are allocated points towards the championship on the basis of 10 down to 1.

#### 6.3.2 Scratch Racing

6.3.2.1 Scoring for the Scratch races is on the same basis as for index. For each heat the finishers get points based on the number of finishers down to 1 point for the last place. At the end of the day the points for all heats are summed together and the first 10 get points towards the Tyler Trophy championship.

6.3.2.2 To qualify for points in a race, the car and driver must have completed at least 66% of the total number of laps scheduled for the race. Less than 66% of the scheduled laps shall be counted as a DNF.

#### 6.3.3 General Scoring Items

6.3.3.1 Driver points from different categories may not be accumulated.

6.3.3.2 For every event, competitors will be awarded three (3) bonus points toward both championships (Index and Scratch) for presenting a car at the race event, regardless of whether the car completes a lap of the circuit during free practice, qualifying or a race.

## **7. TECHNICAL REGULATIONS**

These are general. In instances where category specifications are explicit, these will take preference and must be detailed, approved by the HSSA Technical Committee, and appear in the relevant appendix (1-7) to this document.

### **7.1 DEFINITIONS**

#### **7.1.1 Single-seat (open wheel) racing car**

A car built for the sole purpose of racing and conforming to those internationally or locally recognised regulations of MSA and/or FIA which governed the category, formula and competitions in which it originally raced in period in its present configuration. Cars built and raced to a national formula may be accepted.

#### **7.1.2 Open two-seat racing cars.**

Cars with space for two seats and built solely for use in racing competition.

### **7.2 CHASSIS MONOCOQUE OR UNITARY CONSTRUCTION**

#### **7.2.1 The chassis must conform to the design, dimensions, and construction of the original chassis.**

### **7.3 FRONT AND REAR SUSPENSION**

#### **7.3.1 The points to which suspension elements are attached to the chassis frame must not differ in dimension or position from the period specification.**

#### **7.3.2 The system of suspension (spring type and location of wheels or axles) must not be altered, nor must any additional location or springing medium be added unless this was a period specification.**

### **7.4 ENGINE**

#### **7.4.1 The engine components and ancillaries must be of period specification, must be of the same make, model and type fitted and conform to a manufacturer's specification for which period evidence exists.**

### **7.5 IGNITION**

#### **7.5.1 The use of electronic engine management systems must comply to period specification or be approved by HSSA.**

### **7.6 FUEL SYSTEM**

#### **7.6.1 Carburettors from the same or an earlier period may be used, but only if the components are of the same number and general type and principle of operation as those originally fitted.**

#### **7.6.2 Cars with fuel injection may be converted to carburettors of the same period.**

#### **7.6.3 Fuel injection and/or supercharging may only be used if used in the period and only the original system may be used.**

#### **7.6.4 Mechanical fuel pumps may be replaced by electrical pumps, or vice-versa.**

7.6.5 Any fuel tank must not exceed the originally specified capacity and must be in the original location or in the rear of the car.

## **7.7 INSTRUMENTATION**

7.7.1 Electronic instrumentation must be period specification, however data acquisition system which provides the following functions: engine RPM, engine oil pressure, engine oil temperature, engine water temperature and fuel pressure may be used.

## **8. GEARBOX**

8.1. All cars must be fitted with their period specification "H-pattern" gearboxes. Automatic transmissions, overdrives and additional forward speeds are not permitted, unless they were a period specification.

8.2.1 When an alternative gearbox is fitted, only a gearbox of the same or an earlier period will be permitted. It must comply with the "H-pattern" and have the same number of forward speeds.

## **9. FINAL DRIVE**

9.1.1 Limited slip differentials may only be fitted if a period specification.

## **10. BRAKES**

10.1 Brake components must be entirely to period specification of the model with the exceptions described here after.

10.2 Disc brakes, ventilated discs and multiple pot callipers are only permitted if a period specification of the model.

10.3 Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits.

10.4 Hydraulic lines may be replaced with «Aeroquip» type piping.

## **11. WHEELS**

11.1 All Wheels must be period specification and of the original diameter used during the car's international and/or local life.

## **12. BODYWORK**

12.1 The car must retain its original silhouette of the period in which it originally competed and show no additional air ducts, scoops, or blisters. The addition of a roll-over bar is not considered to be a change to the silhouette.

12.2 Replacement body panels must faithfully follow the original design constructed in the period for that original chassis and be made of the original material type.



12.3 Tonneau covers must be flexible unless an original body part of the car (proved by a period photograph), in which case the edges must be protected. Passenger seats may be removed.

### **13. AERODYNAMIC AIDS**

13.1 Aerodynamic devices may only be fitted to the car if period specification.

13.2 The devices used must conform in design, positioning, and dimensions to those used during the car's period.

### **14. LIGHTING**

14.1 Cars originally fitted with lighting systems have the option of having them in working order.

### **15. WHEELBASE, TRACK, GROUND CLEARANCE**

15.1 Wheelbase

The wheelbase may not vary from the period specification.

15.2 Track

The track must not vary from the period specification.

### **16. WEIGHT**

16.1 The minimum weight for a car is that specified in the original regulations for the car's category, or a period published weight when this weight is not specified in the original regulations. Weight limits are however not enforced by HSSA.

### **17. TYRES**

17.1 It is always the competitor's responsibility to ascertain with the manufacturer the suitability of the tyre for the competitor's specific use.

17.2 Tyre sizes are free, provided the other relevant regulations (rims, mudguards) are respected.

17.3 Historic Formula Ford category must use Avon ACB 9 tyres.

17.4 Classic Formula Ford category is permitted to use Avon ACB 10 tyres.

17.5 No slick tyres may be used unless on a Wings and Slicks car.

17.6 Semi-slick tyres may be used on sports cars.

17.7 Formula Vee must use commercially and readily available road tyres of either 14- or 15-inch diameter in accordance with and as far as is practical to the Period Formula Vee Regulations. It is advisable to consult the Formula Vee representative before purchasing.

**18. SAFETY**

- 18.1 Car preparation must comply with standing MSA regulations as specified from time to time in the MSA White book (GCR).
- 18.2 Fire extinguishers or systems as specified by MSA regulations must be fitted.
- 18.3 Seat belts as specified by MSA must be fitted and must comply with date-stamp and age regulations.
- 18.4 Roll hoops, if originally fitted, must comply to FIA appendix K and J or MSA regulations as specified from time to time.
- 18.5 An electrical cut-out switch, as specified by MSA must be fitted, either externally or on the dash. The cut-out switch MUST be clearly indicated by means of the relevant sticker.
- 18.6 Safety Attire (FIA approved), according to MSA White book, is to be worn by all drivers. Reference to helmet, fire retardant driver suits/ underwear, gloves and shoes, in particular.

**19. SPECIFIC CATEGORY REGULATIONS (TO BE OBTAINED FROM HSSA IF REQUIRED)**

**CLASS A**

WINGS AND SLICKS - F1, F2, F3, ATLANTIC, F5000, FORMULA FORD 2000, FORMULA SOUTH AFRICA AND FORMULA SIGMA (ALL PRE 1986)

**CLASS B**

CLASSIC FORMULA FORD (PRE 2003 – KENT 1600CC ENGINES ONLY)

**CLASS C**

HISTORIC FORMULA FORD (PRE1981) & SA DESIGNED & MANUFACTURED PRE 1986

**CLASS D**

AIR COOLED FORMULA VEE (PRE 1989)

**CLASS E**

PURPOSE-BUILT SPORTS CARS UP TO 2000CC ENGINE CAPACITY (PRE 1967)

**CLASS F**

FRONT ENGINE SINGLE SEATERS (PRE 1975).

**CLASS\_G**

REAR ENGINE SINGLE SEATERS (PRE 1967).