



MSA NR HISTORIC PURSUIT CLUB CHAMPIONSHIP REGULATIONS

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NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

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>

CONTENTS

1.	INTRODUCTION	3
2.	CHAMPIONSHIP CLASSES.....	3
3.	ADMINISTRATORS & CONTROLLERS.....	3
4.	ELIGIBILITY AND CLASSIFICATION	4
5.	SPONSORS EXPOSURE	5
6.	CODE OF CONDUCT	6
7.	CLUB CHAMPIONSHIP - AIM OF THE CHAMPIONSHIP	6
8.	TECHNICAL SPECIFICATIONS – HISTORIC FINE CARS	9
8.1.	BODYWORK:	9
8.2.	WHEELS AND TYRES.....	10
8.3.	ENGINES	10
8.4.	GEARBOX.....	10
8.5.	REAR AXLE 'DIFFERENTIALS.....	11
8.6.	BRAKES	11
8.7.	GLASSWORK	11
8.8.	VEHICLE INTERIOR	11
8.9.	SUSPENSION	11
8.10.	EXHAUSTS.....	11
8.11.	APPROVED EXCEPTIONS	11
9.	SAFETY	12
10.	TECHNICAL SPECIFICATIONS - HISTORIC MODIFIED CARS.....	12



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

1. INTRODUCTION

This category of Motorsport caters for Classic Cars introduced as indicated below and that have been out of production for at least 10 years. All races are held on a Pursuit 'catch-me-if-you-can' basis as described below.

Class Cut-off dates

- (HF) – Historic Fine Cars A 25-year rolling cut-off measured on 31 December prior to the year of Competition
- (HM) – Historic Modified Cars as per (Pre 99 Classic Saloons and GT Coupes, Pre 80 Historic Saloon Cars and Classic Touring Cars) year regulations.

2. CHAMPIONSHIP CLASSES

2.1. Historic Pursuit Racing Challenge shall consist of 2 Championship Classes, namely:

2.1.1. **Historic Fine Cars (HF)** – defined as road legal and licenced Production Saloon, Estate Cars, Sport and GT Cars, that could be driven to the track and back.

2.1.1.1 Road legal would include that the car is standard (body shape, suspension, interior, motor, gearbox, fuel tank etc)

2.1.1.2 We will allow period modifications: these must be listed as an addendum to the HTP. Proof of the period modifications must be provided by the competitor.

2.1.1.3 We will allow one (1) non period modification on application in writing as a dispensation due to scarcity of spares.

2.2. **Historic Modified Cars (HM)** - This Class will cater for all the other Categories within HRSA (Pre 99 Classic Saloon Cars and GT Coupes, Pre 80 Historic Saloon Cars and Classic Touring Cars.

2.3. No car faster than a Pre 80 Historic Saloon Car Class E Breakout will be permitted.

2.4. All vehicles are to comply with the appropriate and specific Technical Regulations that need to be read in conjunction with the General Regulations.

2.5. The final decision as to the eligibility of any vehicle and its period shall rest with the Historic Motorsport Commission (HMC) who shall appoint technical consultants or a technical committee for such a purpose.

2.6. Any aspect of a car not detailed as permitted is deemed not to be permitted. (See GCR 226).

3. ADMINISTRATORS AND CONTROLLERS

3.1. The controllers of Historic Racing in South Africa shall be Motorsport South Africa, (hereafter referred to as MSA), through the HMC and the relevant MSA Regional Committee, who have delegated administration of the Historic Pursuit Racing Challenge in the Northern Region to Historic Racing South Africa (hereafter referred to as HRSA).

3.2. The HRSA has delegated the running of the Historic Pursuit Racing Challenge events to the Historic Pursuit Racing Committee (hereafter referred to as the club committee). The MSA GCRs and SSRs, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

4. ELIGIBILITY AND CLASSIFICATION

4.1. REGISTERED CARS

Only cars that have been registered with and approved by the HMC, acting on behalf of MSA shall be eligible to compete in the Historic Pursuit Racing events.

4.2. DRIVERS

Drivers must hold a current and valid MSA club licence that is applicable to the series or a valid MSA club day licence.

4.3. CLASSIFICATION

The final decision as to the classification of the vehicle shall rest with the HRSA Technical committee in conjunction with the HMC, who shall be entitled to make that decision at their sole discretion, following input from the club committee. Aspirant competitors are strongly advised to consult with the club committee regarding compliance with the Technical Specifications prior to starting their investment programme.

4.4. APPROVAL

No car shall be permitted to race in any Historic Pursuit Racing Challenge event unless approved by and registered with the HMC, administrators and the club committee.

4.5. HISTORIC TECHNICAL PASSPORT (HTP)

Competitors are required to complete a Historic Technical Passport (HTP) for every vehicle to be raced, and on which full details of engine, gearbox, suspension, wheel sizes, etc. and any other information required by the controllers and the HMC, shall be recorded. Once a vehicle has been accepted and approved by the technical consultant/technical committee, the HTP must be stamped and signed by a representative of the HMC, normally the TC. The approved HTP must be submitted to the MSA Sporting Co-Ordinator – Circuit and Karting for capturing on the database and the allocation of a unique HTP number. This HTP must then accompany the scrutineering logbook to be presented at every race meeting.

4.6. YEARLY REGISTRATION

Before a vehicle is registered for the year, the HMC shall approve the vehicles in relation to:

4.6.1. Compliance with the technical specifications

4.6.2. The condition and general appearance of the vehicle. On satisfactory completion of the inspection a Historic Pursuit Racing Challenge Historic Fine/Historic Modified class eligibility token will be provided which is to be displayed on the vehicle throughout the season.

4.7. CHANGES

Any changes made to the vehicle at any time throughout the year must be recorded in the HTP and approved by the TC and/or the technical committee.

4.8. DEVIATION FROM HTP

It is the intention of HRSA to work with competitors to maintain their cars compliant to the technical regulations, however, any competitor whose vehicle is found to differ from his/her HTP and/or logbook will be reported in writing to the Regional HRSA Technical Committee for investigation.

Should the Regional HRSA Technical Committee find the vehicle to differ the competitor will be requested in writing signed-off by the Chairman, to make the necessary changes before the following race meeting and the car has to be presented again for inspection.

Where a noncompliant vehicle, including its appearance or colour scheme, be noted it will be reported in writing to the Regional HRSA Technical Committee for investigation, should the Regional HRSA Technical Committee find the vehicle to be noncompliant the competitor will be requested in writing (signed-off by the Chairman) to make the necessary corrections. Should such competitor fail to comply within 90 days, the vehicle shall be de-registered by the MSA HMC, and will not be eligible for participation in this Championship.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

4.9. VEHICLE DEFINITION

- 4.9.1. The Historic Fine Car Class (HF) shall include Production Saloons, Sports and GT Cars and estate cars in roadworthy and road registered condition, vehicles which series production date was introduced 25 years prior to the 31st December of the year of competition and must have been out of production at least 10 years. The specific car model series must have been introduced 25 years prior to 31 December of year of competition. Any facelifted or upgraded models of the same series will not be eligible for racing. **The “original_ Mini, VW “beetle” and Morgan are accepted as the only exceptions to the 10 year out of production rule. Fine cars will in future be described as cars that have approved modifications and resemble original manufacturers specifications and that has full trim inside and outside.**
- 4.9.2. Historic Modified Cars (HM) shall include full race prepared cars as per the Regulations and Specification for the current year Northern Regions Sprint Championships for the following other Categories within HRSA
- **Pre 99 Classic Saloon and GT Coupes**
 - **Pre 80 Historic Saloon Cars**
 - **Classic Touring Cars**
- 4.9.3. The following are broad guidelines and must be read in conjunction with the specific Technical Regulations for the appropriate class:
- Historic Fine Cars (HF)**
- a) Must have standard fittings and trim, headlights, indicators, brake lights must be fully functional. Original dashboard must be retained. Headlights, indicators, brake lights must be fully functional. As per appropriate and specific set of Technical Regulations
 - b) Only period modifications are permitted, subject to clause 7 below.
 - c) All mechanical components must be of the original type, save the components specified in the technical regulations (see clause 7 below) All mechanical components must be of the original manufacturer and applicable to the specific series of production, save the components specified in the technical regulations
 - d) (see clause 7 below)
 - e) Must be in a roadworthy and road registered condition, capable of being driven to the circuit.
- 4.9.4. No timing devices or apparatus capable of providing timing information to a driver, whilst being driven, may be fitted to a Historic Pursuit Racing Challenge car or carried by the driver. Pursuit Racing Challenge events are based on time and as such the use of timing devices would constitute unfair behaviour.
- 4.9.5. Roll cage, refer to item 8.1
- 4.9.6. In full consideration of safety first and due to the vast speed differentials between the different cars, eligibility for all cars to compete in pursuit discipline will be limited to the following cut-off times. Baseline used – the immediate Breakout of Class E.

5. SPONSORS EXPOSURE

- 5.1. The Series Sponsor advertisement shall be agreed with the administrators and be suitable in style and colour.
- 5.2. Advertising material, as deemed necessary by the administrators in terms of the promotion of the series sponsor/s or any other ad hoc sponsorship material, shall be displayed on each competitor's car and/or racing apparel in a specified position.
- 5.3. Should such series sponsor 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 in the correct position.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

6. CODE OF CONDUCT

- 6.1. Historic Pursuit Racing Challenge competitors must undertake to race within the spirit of the regulations and the club committee will be the final judge of this fact.
- 6.2. The HRSA code of driver conduct will apply to this series.
- 6.3. Incidents on track.
- 6.3.1. Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (hereafter known as the CoC) within 30 minutes of the finish of the practice or race. The relevant Club committee may, in the absence of any incident report to the CoC, request incident reports from competitors which will be referred to the CoC. MSA Circuit Racing SSR 61 applies.
It is recommended that a roll cage/roll bars be fitted – exemption will only be granted to competitors on completion of an approved indemnity, said indemnity must be attached to the car's HTP As per appropriate and specific set of Technical Regulations As per appropriate and specific set of Technical
- 6.3.2. The HMC Sporting Working Group Code of Driver Conduct shall apply to this series.
- 6.3.3. The CoC will apply any such penalties as may be provided for in the MSA GCRs and SSRs.
- 6.3.4. Competitors must undertake to race within the spirit of the regulations and the CoC together with the relevant Club committee will be the final judge of fact.
- 6.3.5. In the event of an incident all parties involved will be put under observation, a yellow card will be issued to the competitor and a yellow sticker will be placed on the cars involved.
- 6.3.6. When a competitor is issued with a yellow card, he, she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalized with two yellow cards, the second yellow automatically becomes a red card.
- 6.3.7. In the event of a competitor being penalized with a red card he/she will automatically be banned from competing in the following 2 race heats even if it includes the second heat on the day. Should the second heat be at the start of the next meeting, the competitor will not start heat 1 and will start from pit lane for heat 2. Should the following meeting be an endurance race where double points are normally scored, the competitor will only score half points for the final position obtained.
- 6.3.8. Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the rest of the season has only 1 heat left the red card will be extended to the first heat of the following season. Should the next heat be an endurance of 1 race only, see 5.3.6 above.
- 6.3.9. Yellow and/or Red cards may be issued by the HRSA Saloon committee in their sole discretion, to competitors for reckless and /or dangerous driving, unsportsmanlike behaviour and/or contravention of MSA regulations after considering all the facts relating to the incident.
- 6.3.10. The competitor has a right of appeal to the HRSA Pursuit committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the sub-committee shall have the right to change or abide by their decision. Such a decision will then become final

7. CLUB CHAMPIONSHIP - AIM OF THE CHAMPIONSHIP

7.1 AIM OF THE CHAMPIONSHIP

- 7.1.1 Overall Historic Pursuit Racing Challenge Club Champion, and a
- 7.1.2 Historic Pursuit Racing Historic Fine Car Class Club Champion, and a
- 7.1.3 Historic Pursuit Racing Historic Modified Car Class Club Champion.
- 7.1.4 The Overall Champion shall be the competitor who accumulates the highest number of points, irrespective of Class.
- 7.1.5 The Class Champions shall be the competitors who accumulate the highest number of points in their respective Classes.

7.2 NUMBER OF EVENTS THAT COUNT

- 7.2.1 The MSA Northern Region Historic Pursuit Racing Challenge Club Championship shall consist of a minimum of



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

6 events less any cancelled events. Each event will be run on the specified pursuit format.

7.2.2 Competitors will be scored on all championship events i.e. competitors will not drop any points from an event.

7.2.3 The championship/s will be open to cars complying with the respective Class (HF or HM) rules and specifications and approved by the club committee.

7.3 GRID POSITIONS

The position on the grid for each race (both Classes combined) is determined by taking the individual lap time from qualifying and multiplying by the number of laps and deducting 0.2 seconds per car to be passed using the following formula:

Heat one:

The lap time is set for the first race based on the fastest qualifying lap time on the day with an option for the driver to nominate a faster time to avoid breaking the lap time including the allowance. (The breakout allowance is 1.5% in the first race and 1.0% in the second). If that lap time is improved upon by more than 1.5% in the first race (for

any one lap) then the driver will be disqualified and will score no points for that heat. *If the position of the start point of the race is not at or near the start/finish line, for example at Zwartkops Raceway where it is at the end of the pit exit, there exists a possibility of a slow car breaking out on the first lap. In such cases this error will have to be corrected*

manually as it is not the driver that caused an error but one caused due to a shortened lap distance created by the start point being downstream of the start/finish line (this also applies to heat two). The calculated lap time for each competitor shall be used to determine the grid position for each competitor in the first heat.

The grid will be formed in reverse order - slowest to fastest. The slowest competitors' lap time - the "scratch starter" - is used as the datum for determining the starting times for each competitor in the heat. The starting time for each car is calculated in the following manner:

- a) Each competitor's timed qualifying lap time is subtracted from the slowest competitor's qualifying lap time.
- b) The time difference determined in (a) above is multiplied by the number of laps to be completed in the first heat to determine the un-adjusted starting time.
- c) The un-adjusted starting time determined in (b) above is reduced by 0.2 seconds for each car that is slower than the competitor. This is done to determine the time after the "scratch starter" that the competitor must start.
- d) E.g. Slowest car does 1 min 50 sec per lap = 110 seconds, Competitor does 1 min 40 sec. per lap = 100 seconds. If it is a 6 lap race and the competitor is 11th slowest 110 sec. minus 100 sec. = 10 seconds. 10 sec. x 6 laps = 60 second) There are therefore 10 slower cars.
- e) $0.2 \times 10 \text{ Cars} = 2 \text{ seconds}$, 60 sec. minus 2 Sec. = 58 seconds after the slowest competitor has started.

Heat two:

The start positions for the second heat will be determined from the first heat and qualifying lap times. The fastest lap time from these will be used for calculations of the lap-time, grid positions and starting times (no options for change). Calculation of starting time will be done in the same manner as set out for heat one above.

General:

Should the competitor feel that his or her posted time after official qualifying was not realistic (or if the competitor fails to take part in official qualifying), the competitor has the option - within 30 minutes after the end of official qualifying - to nominate an alternate time with the designated handicapper in writing. This alternate time may only be quicker than the time posted in timed qualifying. It is the competitor's responsibility to find the handicapper and advise him/her of the quicker time he/she wishes to nominate. If the competitor does not do so within 30 minutes, his/her fastest time in qualifying will be used.

If two or more competitors have the same starting time, the competitors must start in the position as allocated and determined by the time keeper. The competitors with the same start time may leave the start



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

line at the same time.

Cars are set off at different intervals with the slowest car or group starting first and the fastest last. Grid start time notification stickers must be collected from the designated handicapper in race control at least 30 minutes before the grid formation of each heat.

The Clerk of the Course and the handicapper must be notified by the competitor should he/she be unable to compete in a heat.

Should weather conditions at the time of the heats differ from the conditions which applied during qualifying, the committee members present, may at their sole discretion and in consultation with the handicapper, increase or decrease the breakout allowance by the same percentage for all competitors AFTER the heat is completed i.e. If it rains during qualifying and is dry by heat 1, they may decide to increase the breakout allowance retrospectively, by say, 50% and visa-versa. The result and disqualifications will then be recalculated.

Please note that it is a possibility that it may become necessary to combine Pursuit with HRSA Racing in which case a "Hidden Handicap" system such as the HRSA Index of Performance will be used.

The Pursuit Category may at times be combined with HRSA Racing in the scratch race format. In this instance Grid Position will be determined by Qualifying, fastest to slowest, and will be integrated with HRSA Racing Classes.

There will be no "nominated" lap times for start positions. Breakout/Disqualification will be 2.5%

It will be scored on a "hidden Handicap" system regardless of finishing position on the road. Note: see Art 8.1 below

During the start procedure, if there is an incident on the start line (car stalled, broken down etc.), the start must be aborted and the cars that have already started should be shown the Red flag. The cars starting behind the incident should proceed past the start line on another warm up lap to ensure that the starting procedure will be restarted with original grid positions. The full number of laps as per heat program will be used for the restarted heat.

7.4 POINTS SCORING AND TROPHIES

Point Scoring for each race on Race-day (both Classes combined):

The total number of entries in race one is used as a base and the points are awarded as follows:

If 26 cars start the first heat, first place gets 26 points, second 25 until the last placed driver gets 1 point. Should there be drivers excluded from the results due to breaking out, they are awarded no points.

The same principle applies to race two on the day. The highest total points (sum of the two races) determine the overall winner for the day. In the event of a tie, the competitor with the lowest total race time (assuming the same number of laps completed) becomes the winner.

Depending on the number of entries, trophies are awarded for the first three places per Class on the day, or more, or less places as determined by the organizers.

If a car is found to be non-compliant with the regulations, he/she will be disqualified, and no points or trophy will be awarded to that participant allowing the next in line to be awarded the points and trophy.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

7.5 SCORING FOR THE CLUB CHAMPIONSHIP

Championship points (both classes combined irrespective the number of entries) are awarded as follows:
Position Points: The placing from each heat (irrespective of Class) is taken and allocated as follows: 20 points for a win down to a single point for twentieth place in each heat on the day. If a competitor is placed within the top twenty places and he/she 'broke-out' he/she will receive no championship points for that heat.

He/she will still receive the Starting Points as mentioned below. If a competitor finishes in the top twenty and his/her car is found to be non-compliant with the regulation's no 'position points' and no 'starting points' will be scored for the races in which the non-compliant car participated.

- 7.5.1 Away Points: For all events taking place outside of Gauteng, any competitor who participates in a compliant car by commencing a lap, whether in official practice, qualifying or in a heat, will be awarded an extra ten (10) points towards the Championship.
- 7.5.2 Starting Points: In addition, competitors in compliant cars who start any heat during the season in an event that is on the Historic Pursuit Racing Challenge calendar will receive 2 championship points per race started.
- 7.5.3 At the end of the season, the overall winners are the person/s who have scored the highest number of points in each class, or overall as the case may be. Should there be a tie; the competitor with the highest number of first places will be declared the winner. Should this not resolve a winner, second, third and subsequent places will be used to determine a winner. If a tie remains, MSA shall declare a winner on such basis as it deems fit.
- 7.5.4 Participants must be members of HRSA in order to score points at an event.
- 7.5.5 Championship points will be rewarded to the driver per class

7.6 COMPETITION NUMBERS

All competition numbers are to be a minimum height of 15cm. The relevant club committee shall do the allocation of numbers. All numbers will be black on an approved white background. Road registered Fine Cars may - upon application - place the numbers and roundel on rear side windows in lieu of on door panels.

A competition number will only be allocated, after the vehicle has been passed by the club committee and will be withdrawn should the vehicle not be raced in the year.

8. TECHNICAL SPECIFICATIONS – HISTORIC FINE CARS

Historic Fine Cars should be road legal, licensed, saloon, estate cars and sports or GT cars, as described in Article 3.10.

All vehicles intending to race in this category **MUST** be presented **together with detailed OEM specification, which will serve as the working document to ensure compliance**, to the technical committee for approval.

To avoid disappointment please ask for approval first and buy later.

8.1. BODYWORK:

- 8.1.1. The bodywork must remain, in plan and profile, from all angles to the original as produced and commercially available for that model. (i.e. only original aftermarket body parts are permitted).
- 8.1.2. No holes may be cut into front and rear valance, and no valance may be removed. Neither holes nor air-scoops may be cut into bonnets.
- 8.1.3. Bumpers, trim and decorative fittings must be retained.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

8.2. WHEELS AND TYRES

Wheels are defined by their pattern, diameter, and the width of the rim and the offset. In the interest of keeping fine cars original, Participants are encouraged to use original wheels provided by manufacturer for the model concerned as far as possible. If the original wheels are not available, or are unsuitable for racing, non-original wheels of alternative material i.e. minilite, American Racing wheels, steelies, etc., can be considered and that the appearance is of the period of the car. The use of these wheels must be approved by the technical committee. The wheel and tyre **MUST** fit within the bodywork and profile of the car. Wheel arches **MUST NOT** be widened to accommodate wider diameter wheels, nor may wheel arch extenders be fitted to accommodate wider wheels and tyres. The upper part of the wheel (rim and tyre) located vertically over the wheel hub centre must be covered by the standard bodywork. The measurements shall be made in a vertical plane. Rim diameter may be increased/decreased by one inch, but must be updated in the HTP and signed off by the Technical Consultant, (dispensation on two inch rim changes will be considered provided the scarcity of tyres is proven). Modern alloy wheels like "Softline" TSW etc, are not permitted. If a participant is unsure, a request can be submitted to the technical committee for consideration. Only treaded tyres and semi-slick tyres are permitted.

It is the responsibility of each competitor to ensure that the design and condition of suspension and steering components of the car can withstand the use and forces imposed by high adhesion tyres (i.e. semi-slicks).

8.3. ENGINES

- 8.3.1. An OEM block **MUST** be used, or an alternative manufactured by the same manufacturer of that **model/era** provided it has the same number of cylinders **and original block dimensions**. The engine must be in its original position.
- 8.3.2. The cylinder head(s) must be the standard OEM production component.
- 8.3.3. **Crankshaft MUST be a standard OEM component.**
- 8.3.4. **Camshafts** must be the original equipment, re-profiling will be allowed.
- 8.3.5. **Induction:** Only the original type of induction must be used. Forced induction and **intercoolers** are not permitted, unless originally fitted as **OEM** standard. Only **OEM** standard sized forced induction **and intercoolers as originally fitted** may be used. **In the case of carburettors, the original size carburettor must be used. Carburettors may not be changed to another type of carburettor, for example change down draft to side draft. In the case of fuel injection, the standard number of throttle bodies should be retained as per OEM.**
- 8.3.6. Radiators are free but must remain in their original location. Radiator fans are free. It is permitted to replace the original fan with one that is electrically operated.
- 8.3.7. Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork and do not change the profile of the car and are not visible from the outside.
- 8.3.8. Dry sump systems are prohibited, unless originally fitted to the vehicle. **Baffle plates may be welded into the original sump, without changing size(capacity) or shape of the original sump, to prevent oil surge.**
- 8.3.9. 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. The distributor must be the only means of determining ignition advance and retard and must continue to distribute the high-tension spark. **Any additional non-period system that processes information acquired from the ambient conditions and/or the engine is not permitted.** The firing order must not be changed. The remainder of the ignition system is free.
- 8.3.10. **Exhaust manifolds** must be the original factory specification manifolds.
- 8.3.11. Fuel pumps are free. If fuel tank has to be replaced, then only OEM replacement parts must be used or a MSA approved fuel tank. The replacement fuel tank **MUST** installed in the original position and no additional external filler point is permitted.
- 8.3.12. **Unless specifically detailed above no other modifications are allowed unless they are deemed to be period modifications and are listed in the HTP documentation.**

8.4. GEARBOX

- 8.4.1. Original gearboxes are to be used. Dispensation may be allowed to run a non-original gearbox subject to **non-availability of an OEM unit. The replacement gearbox must be sourced from the same manufacturer as the OEM unit and have the same number of ratios as the original. It must** be of a similar type, e.g. No sequential gearboxes/shift mechanism are permitted, unless originally fitted.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

8.4.2. Clutch material is free.

8.5. REAR AXLE 'DIFFERENTIALS'

8.5.1. The rear axle must be an OEM component.

8.6. BRAKES

8.6.1. Brakes are free providing they are not larger than 4 pot callipers unless fitted as OEM standard.

8.6.2. Brake friction material is free.

8.7. GLASSWORK

All glass must comply with the legislative requirements for a road legal vehicle. Windscreens must be of a laminated type. No Polycarbonate Windows are allowed.

8.8. VEHICLE INTERIOR

8.8.1. The vehicle interior must be as per the original model including seats, door panels, roof lining and floor covering. Modifications are only permitted to accommodate roll bars and roll cages, however total removal (e.g. back seat) is not permitted.

8.8.2. The front seats brackets may be altered. The front seats may be exchanged for racing seats.

8.8.3. The type of steering must be OEM.

8.8.4. The original dashboard and instrumentation must be retained. Additional gauges must be fitted within the spirit of originality.

8.8.5. The types of driver's seat belt used must be as specified by MSA. i.e. a FIA approved, current, minimum 4-point 3-inch belt and have a visible valid expiry date. Refer to GCR 239.

8.9. SUSPENSION

8.9.1. Camber/ castor adjusting is permitted to a maximum of 3deg beyond the original OEM specification, provided that the original shock and suspension parts are retained and the body is not altered.

8.9.2. Shock absorber make and types are free. However, shock absorbers with remote canisters, bump and rebound features are prohibited. Coil springs may not be substituted for leaf springs and vice versa and one type may not be used to supplement another type.

8.9.3. Suspension bushes may be replaced with non-period material.

8.9.4. Suspensions may be modified with respect to ride height and stiffness.

8.10. EXHAUSTS

The exhaust and silencing system are free but exhausts shall follow the original routing under the car and be silenced to comply with MSA regulations (see GCR 245 silencing of vehicles). Vehicles will be tested randomly and periodically and at yearly HTP compliance days.

8.11. APPROVED EXCEPTIONS

Period modifications that are listed and approved in the HTP documentation accompanied with proof of this being a period modification.



NORTHERN REGIONS HISTORIC PURSUIT CLUB CHAMPIONSHIP SPORTING & TECHNICAL SUPPLEMENTARY REGULATIONS

9. SAFETY

- 9.1. It is recommended that modified Fine Cars be fitted with a roll cage to MSA specification. Exemption will only be granted to competitors on completion of an approved indemnity. A new indemnity form must be completed for each racing season/year and must be attached to the car's HTP.
Where scratch races are held or classes are combined with scratch racing classes, NO exemptions will be given and MSA approved roll cages are compulsory.
- 9.2. All loose items in the vehicle such as mats, spare wheels etc. must be removed prior to qualifying and racing.
- 9.3. All safety belt harnesses must be compliant with GCR 239, and hooks/latches must be lock wired/split pined at each point.
- 9.4. A bracket approximately halfway down the length of your prop shaft must be fitted in order to prevent the prop shaft dropping onto the road surface should it becomes dislodged at either end. An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- 9.5. You must be able to reach and extract the fire extinguisher while you are fully strapped into your safety harness.
- 9.6. The oil sump plug, differential filler and drain plug must be lock wired to prevent it coming loose and or being dislodged. The oil filler cap must be lock wired or have a return spring to prevent it coming loose and/or being dislodged.

10. TECHNICAL SPECIFICATIONS - HISTORIC MODIFIED CARS

- 10.1. Historic Saloons
As per the Regulations and Specification for the current year's Northern Regions Sprint Championships for Historic Saloon Cars
- 10.2. Sports & GT
As per the National Technical Regulations for the current year's Northern Regions Sports & GT Championship
- 10.3. Classic Touring Cars
As per the Regulations and Specification for the current year's HRSA Classic Touring Cars Club Championship
- 10.4. The Technical Consultants (TC's) from respective classes will be responsible for checking the compliance of Historic Modified cars. A Pursuit compliance sticker will be issued by the Pursuit TC's once the class TC's have confirmed compliance