



MSA NATIONAL HISTORIC PRE 80 SALOON CAR TECHNICAL CLUB REGULATIONS

VERSION 1

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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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CONTROL

These regulations are drafted by the Historic Motorsport Commission (HMC) and by Motorsport South Africa (MSA) after consultation with BMSC, HRSA, KZNRR, MHCC, and WPMC. These regulations will remain unchanged from 01 January 2026 until 31 December 2026 subject to regulations of safety and or FIA amendments.

1. ELIGIBILITY

- 1.1 Historic Saloon Cars are production saloon cars marketed before 31st December 1979. Cars must be out of production for 20 years.
- 1.2 Cars must have a signed and valid MSA stamped and registered Historic Technical Passport available for inspection at all events.
- 1.3 The responsibility to prove eligibility is that of the entrant at all times.
- 1.4 Any aspect of a car not detailed as permitted is deemed not to be permitted. (Refer GCR226)
- 1.5 Competitors wanting to build a “recreation” racing car must first submit a detailed pre build sheet to the HMC for approval before commencing the build. The recreation must be an exact copy of the original in every respect.

2. BODYWORK

- 2.1 The exterior bodywork must remain in plan and profile, from all angles, exactly as produced by the vehicle manufacturer for the model in the period. No holes may be cut into the bodywork front and rear valances (unless homologated or provided for within the regulations and valances may not be removed).
- 2.1.1 Where any aftermarket body panels and aerodynamic aids are to be used, an authentic picture of the original car and the intended modification need to be submitted to the controllers of the series before the intended modification is done. The controllers reserve the right to disallow the intended modification at their sole discretion, should it not be deemed to be of the correct period.
- 2.2 “Recreations/Replicas” may use the period correct aerodynamic spoilers, air ducts, scoops and blisters, period type Group 2 wheel spat may be fitted to the appropriate car. For Group 4 & 5 cars, the period homologated wheel arch and width is permitted.
- 2.3 The interior floor pan must remain as per the standard production dimensions, but badly rusted parts may be replaced with the same material and must remain as per the original floor pan dimensions.
- 2.3.1 The standard gearbox tunnel must be retained but may be widened with only the minimum requirement to fit the gearbox.
- 2.4 Replacement of original wheel arch interiors or transmission tunnels with box structures is not permitted, unless homologated.
- 2.5 The wheel arch fender pressing may be flared to a maximum of 50mm from the widest standard fender pressing measurement without OEM fender attachments. The wheel arch must cover the upper third of the wheel (measured horizontally above the hub centerline) when viewed from above.
- 2.5.1 The total body width may not be increased by more than 100mm
- 2.6 Panels of a glass 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.
- 2.6.1 Door handles must remain fully operative from the outside.
- 2.6.2 Panels manufactured from other composite material are specifically excluded.
- 2.7 Bumpers and embellishers may be removed, but headlamps and rims, tail lamps and radiator grilles must remain as standard for the model.
- 2.8 Paint work must be of the era and no day glow base colours, patterned paint or patterned vinyl is allowed.
- 2.8.1 Works team colours are reserved for the “recreation/replicas” of that team’s car. This will mean and imply that any competition car that has not been approved as per Annexure 2 of the NATIONAL TECHNICAL REGULATIONS FOR PRE-1980 HISTORIC SALOON CARS as an exact 'recreation/replica' may not use the exact colours to any former original works team car raced prior to 01 January 1980.
- 2.9 Headlights, taillights, indicators (front and back) and stop lights must be in full working order. Where standard headlights and additional LED type spotlights are used in a race, they must be angled so as to not interfere with view of the drivers in the cars in front.
- 2.9.1 No LED type strip lighting is allowed.
- 2.9.2 LED light bulbs may be used within the original light fitting.
- 2.10 Cars must be fitted with at least one internal mounted and one externally mounted rear-view mirror.
- 2.11 Rear engine cars with front mounted radiators may modify the front lower valance to accommodate the radiator.
- 2.12 Front engine cars may have openings in the front lower valance directly ahead of the radiator to aid cooling providing that the air flow through the openings is directed through the water and/or oil cooler radiator and

serves no other purpose.

2.13 All rear engine cars may have raised bonnets to aid engine cooling.

2.14 Front engine cars may raise the rear section of the bonnet to a maximum of 25mm above the shut line to aid cooling.

3. INTERIOR AND GLASSWORK

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

3.2 Original dashboards or a TWG approved replica must be retained and instrumentation may have analogue or digital display.

3.3 Door panels must remain; however original material may be replaced with alternative material.

3.4 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.

3.5 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.

4. SUSPENSION

4.1 Front suspension:

4.1.1 Suspensions may be modified providing the original type and one of the manufactures' original mounting points per wheel on the body is retained. Remote reservoir shocks are not permitted.

4.2 Rear suspension:

4.2.1 Suspensions may be modified providing the original type and one of the manufacture's original mounting points per wheel retained.

4.2.2 Additional mounting points for the adding of roll bars, radius arms, tramp rods and lateral control rods (Panhard Rod & Watts linkage) may be fitted, provided that they do not replace the method of attachment and the function of the original mounting points on the rear axle.

4.2.3 Shock absorbers make and type (hydraulic, friction, telescopic or lever) are free and coil over units are permitted and must be mounted between the axle and the body. Remote reservoir shocks are not permitted.

4.2.4 Spring rates are free, but the original type of spring must be retained made of the original material and must remain effective.

4.2.5 Original spring type may be supplemented by the use of coil over type shock absorbers. Rule 4.2.1 must be upheld.

4.3 Steering:

4.3.1 Steering boxes may be replaced with a steering rack.

4.3.2 V8 engine cars weighing more than 1300Kg (i.e. race weight less 10%) are permitted to use a hydraulic power steering from January 2026 onward.

4.3.3 Wheelbase datum points must remain within 25mm of the standard specification.

5. BRAKES

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

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

5.3 Ducting of air to brakes is permitted but must not extend beyond the plan periphery of the vehicle bodywork.

6. WHEELS & TYRES

6.1 Wheels comprise the rim and tyre assembly and must fit within the bodywork as described in Regulation 2.4 Bodywork.

6.2 Any period style wheel rim that has a diameter within one inch either way of what was fitted as original equipment by the manufacturer.

6.3 A 15" rim is permitted for cars that originally ran a 13" rim and they may use any make of any locally available standard production tyre or an approved semi-slick tyre.

6.3.1 It is permitted to use a larger disc and calliper to fit within the 15" rim.

6.3.2 Softline wheel rims are not permitted.

6.4 Rim and tyre widths are free but must fit within the confines of the bodywork as described in Regulation 2.4 Bodywork.

6.5 Tyre make and type are free of restriction other than as specified in Clause 6.8.2.

- 6.6 No mixing of rim diameters is permitted.
- 6.7 V8 Competitors wishing to run a 15" or 16" rim where it falls outside the ambit of Clause
- 6.7.1 6.2 must apply to the relevant Technical Consultant for relaxation and this must be noted in the HTP.
- 6.7.2 Where relaxation is approved, only the following locally available 16" tyres can be used for competition cars:
 - Avon: 23.5x10x16, 23.5x11x16, 25x12.5x16, 25x13.5x16
 - Goodyear: 23.5x10.5x16, 25x13x16
 - Hoosier: 22x10x16, 23.5x11.5x16, 25x13x16

A 16" rim may be used only on V8's as per the permissions in clause 6.6 but must use a period correct rim design. No modern or Softline rims will be permitted.

- 6.8 Semi-slicks must have a treaded/grooved pattern throughout the entire surface of the tyre.
 - 6.8.1 Cut slicks are prohibited
 - 6.8.2 The following semi-slick tyres are approved for historic racing purposes:
 - Bridgestone RE11S
 - Dunlop DZR
 - Toyo R888
 - Yokohama A048
 - Hankook Z221
 - MRF ZTR and ZTA
 - The above tyre brands and compounds may be further revised at the discretion of the HMC.
- Cut-semi slicks are prohibited.

7. ENGINES

- 7.1 Production cars must use an engine produced by the vehicle manufacturer that conforms to the same basic configuration as the original engine fitted to the model in the period.
- 7.2 Original cars and "recreations" of cars homologated for competition must use an engine that conforms in all respects to the engine fitted to the car as homologated in the period.
- 7.3 Engine configuration:
 1. In-Line – V – Flat – Rotary
 2. Number of cylinders or rotors
 3. Camshaft original position: Block or Over Head Camshaft / Camshafts
 4. Camshaft drive: Gear Chain or Belt
 5. Number of valves per cylinder
- 7.4 Block: The engine block must be the manufacturer's standard production block of the period. Manufacturer's blocks manufactured post period may be used providing they are identical to the period block.
 1. Engine to bell housing bolt pattern.
 2. Cylinder head to block bolt pattern.
 3. Block material cast Iron or aluminium.
- 7.5 Cylinder Heads: Cylinder heads must be the manufacturer's standard production or an aftermarket direct replacement for the original of the period. Cylinder head material may be cast iron or Aluminium.
 1. Cylinder head to block bolt pattern.
 2. Cylinder head valve angle.
 3. Number of spark plugs.
 4. Number of camshafts
- 7.6 Camshafts, camshaft bearings and drive systems are free provided that they remain in their original position and remain the sole means of operating the valves.
- 7.7 The following is to address potential confusion regarding the eligibility of two specific cylinder heads in replacing the original head supplied by the vehicle manufacturer.
- 7.7.1 **16v YB cylinder head** It is confirmed that the YB cylinder head may only be used as a replacement for the Holbay cylinder head which was homologated for use in the RS2000 Escort mk1 in 1974. It may only be used in an exact replica of this Group2 Ford Escort and may not be used in any production-based variant.
- 7.7.2 **16v Schnitzer cylinder head** It is confirmed that the BMW M3 cylinder head is deemed eligible to be used as a replacement for the period 16v Schnitzer cylinder head. It may only be used in an exact replica of the Group 2 BMW 2002 and may not be used in any production-based variant.
- 7.7 Oil system: Dry sump systems are permitted.
- 7.8 The water pump must remain in the standard position and must be mechanically driven.

- 7.9 Ignition: Electronic systems are permitted providing that the distributor and its function are retained. No programmable electronic ignition system may be used. The 123 "Tune" or similar distributor is not permitted after 31 December 2026.
- 7.10 Intake and exhaust manifolds are free.
- 7.11 Induction system: Period type carburettors and fuel injection systems only. Cars in the era that were produced with electronic fuel injection will be permitted to run the electronic fuel injection with the standard manifold or aftermarket throttle bodies if it was raced like that in the period. Rule 1.3 will apply.
- 7.12 Period performance-type carburettors of the following type will be permitted:
- Solex PHH (Mikuni) 40/44/50
 - Weber (DCOE, IDA, IDF)
 - Dellorto (DHLA, DHLB, DRLA)
 - FJAS (Copy of Weber)
- 7.13 The original ECU can be replaced with the following locally manufactured after-market ECU's which retail under R4999.00
- Powermods MFI-H and DFI-H
 - Dictator
 - Spitstronic
 - Gotech PRO V7
- 7.14 Only period correct functions will be permitted to be enabled, and this will have to be indicated on the HTP ECU Certificate by the installer.
- 7.15 No wires may go to the wheels, and no traction control is permitted.
- 7.16 No crankshaft position sensor/trigger wheel is permitted.
- 7.17 Fuel Pump: Any fuel pump/s may be used.
- 7.18 Cooling: Radiators and oil coolers are free.
- 7.19 The engine must be mounted in the original position.
- 7.20 All other engine modifications are free of restriction.

8. TRANSMISSION

- 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 Gearboxes and transaxle units must be mounted in the original position.
- 8.3 Rear axle differential casings are free, but the original type (live axle or independent axle) may not be substituted for another and must remain in the original position.
- 8.4 Sequential type gearboxes, sequential shift mechanisms and traction control devices are prohibited.
- 8.5 The clutch and the method of operation are unrestricted.
- 8.6 Gear ratios and final drive ratios are free and any type of limited slip differential unit may be used.
- 8.7 Cars with V8 engines are permitted to use JERICO, RICHMOND T10 and G-FORCE transmissions.

9. GENERAL TECHNICAL SPECIFICATIONS

- 9.1 Minimum weight for original and "recreation/replica" cars may not be less than the homologated weight of the period race car. Rule 1.3 will apply.
- 9.2 Minimum weight for cars which conform to the current regulations may not be less than 10% below the manufacturer's stated kerb weight for the model raced.
- 9.3 The weight of all cars must be recorded in the HTP document.
- 9.4 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 9.5 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications. There must be a minimum of 4 separate mounting points excluding the use of any additional crotch belt and shoulder belts must not cross over.
- 9.6 Cars must carry a 1.5 kg fire extinguisher as approved for use by MSA this can be supplemented by a Fire Stryker. Refer to GCR 257.
- 9.7 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 9.8 Tow hooks must be fitted to the front and rear of the car and clearly marked. (Tow)
- 9.9 The exhaust system is free subject to MSA GCR 245 Silencing of Vehicles.
- 9.10 Fuel must conform to the specifications as described in GCR 240.
- 9.11 In car timing devices other than the official transponder type are not permitted.
- 9.12 Cars must comply with General Competition Rules and Regulations (GCR's) and Circuit Racing SSR's as specified in the MSA Handbook
- 9.13 Data logging may not be functional on a Race weekend, which includes Friday practice.

- 9.14 No computers/laptops are allowed to interface with cars on Race weekend, which includes Friday practice.
- 9.15 Cars should be prepared sympathetically to a period specification utilising period type components wherever possible.

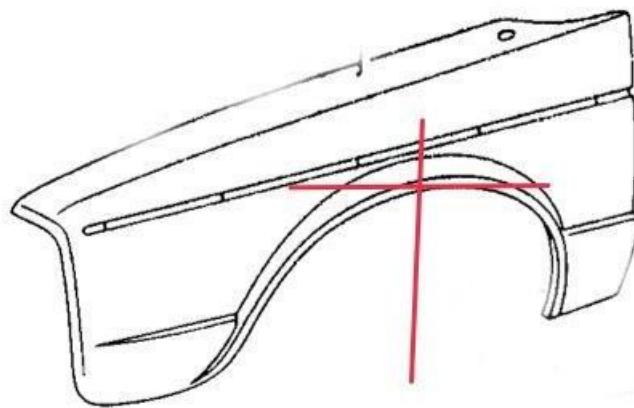
10. SAFETY

- 10.1 All safety belt harness hooks/latches must be lock-wired at each point.
- 10.2 A bracket approximately halfway down the length of the prop shaft must be fitted to prevent the prop shaft from dropping onto the road surface should it become dislodged at either end.
- 10.3 An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- 10.4 A competitor must be able to reach and extract the fire extinguisher while he/she is fully strapped into his / her seat by the safety harness.
- 10.5 The oil sump plug, differential filler plug, gearbox filler plug, oil filter and oil filler cap must be lock-wired to prevent them from coming loose and or being dislodged.
- 10.6 Refer to PART XII SSR 5 of the General Competition Regulations, which must be strictly applied.

11. BODYWORK SPECIFICATIONS

The following guideline will be applicable at national level in order to determine the correct bodywork rule application regarding the flaring of the standard production fender pressing.

The measurement will be taken from the vertical centreline of the wheel hub to the widest part of the standard production fender flare without any attached trimming fitted. 50mm may be added to the standard production fender pressing from such widest point.

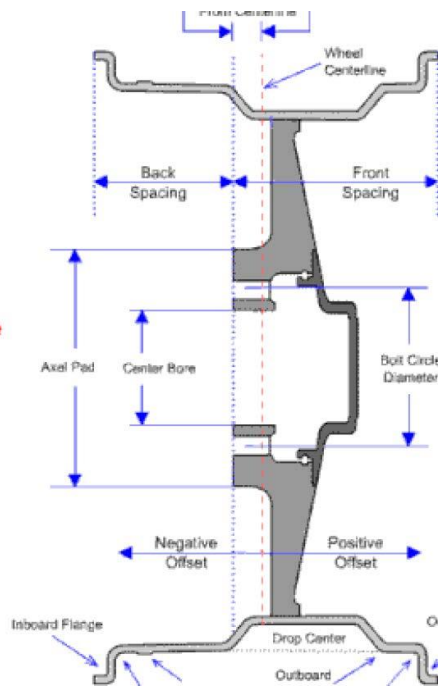


The above guideline will assist with the implementing of bodywork rule 2.4 of the NATIONAL TECHNICAL REGULATIONS FOR PRE-1980 HISTORIC SALOON CARS and is separate to that of bodywork rule 2.2, which is applicable to replicas/recreations.

Wheel rim definition:

A "Softline" wheel rim will be defined as a rim which does not have a lip on the outside of the wheel rim (also referred to as a flange).

Car
Side



ANNEXURE 1 - PRE 1980 HISTORIC SALOON CARS TECHNICAL PASSPORT

South African historic motorsport competition is governed by sporting and technical regulations approved by the Historic Motorsport Commission (HMC) of Motorsport South Africa (MSA).

It is the requirement that each race car competing in the historic racing category within South Africa must have a valid HTP (Historic Technical Passport) document. This applies to both regional and club racing.

What is the purpose of the HTP document?

It is a sporting document; it is intended to capture the technical specification of the car so that MSA officials can ensure that the car is what it purports to be. It is used to ensure that cars competing in the historic category comply with the technical regulations of the relevant category and thus are able to compete fairly and equitably.

Note: the HTP says nothing about the authenticity of the car, its provenance and origins and race history.

The onus rests on the competitor to complete the HTP and make sure that it accurately reflects the specification of the car and that the car complies with the relevant technical regulations. The vehicle will be inspected by an MSA appointed Technical Consultant (TC) for the relevant category. The TC will highlight any divergence from the category regulations in a “non-compliance” document. Once the TC is happy that the HTP accurately reflects the specification of the car and that the car complies with the regulations, he/she will sign the last page of the HTP document. The TC will issue a decal indicating eligibility for the category and dated for the season.

Note: the TC will not authorize any HTPs on race day. The onus is on the competitor to plan ahead. The onus is on the competitor to submit the signed HTP to their club for stamping.

A unique control number will be allocated by the Club and recoded in the HMC HTP database.

The competitor is then responsible for ensuring the unique HTP number is captured on the race meeting entry form and that a hard copy is available for inspection at race meetings.

Note: the HTP is only valid once it has been with a unique HTP number. For subsequent racing seasons, should the car specification remain the same in all respects, the TC will sign and date the last page of the HTP and issue a new compliance decal for that season. Should the car specification change, the competitor would bring this to the attention of the TC who will note the change on the last page of the HTP and should the car continue to comply with the technical regulations, will issue a compliance decal for that season. Should the car have undergone a major specification change, the competitor will be required to complete a new HTP.

Note: should the car be sold, it is necessary for the new owner to complete a change of ownership page and follow the authorization process. However, should the car specification remain unchanged all that is necessary is for the new owner to complete the “Competitors Declaration” on a new back page.

ANNEXURE 2 - PRE 1980 HISTORIC SALOON CARS TECHNICAL PASSPORT - EXACT REPLICA CAR

The HTP for an Exact Replica Car is required for entrants building a replica of an International or South African recognized car where original dimensions, specifications or components are not provided for in the MSA Technical Regulations for the period. Potential car builders are advised to contact their respective administering body (HRSA, MHCC, BMSC, RETRO, **KZNRR**, ZOC or WPMC) prior to commencing the build to initiate the application.

Cars approved for competition as an Exact Replica Car must conform in all respects to the original car. The procedure for application and approval to build an Exact Replica Car are as follows:

1. Entrants must submit a detailed proposal including a completed HTP document to the HMC Technical Working Group relevant to the original car.
2. In addition to the HTP document, the proposal must detail the areas (original dimensions, specifications or components) where the original car (and therefore the Exact Replica Car) deviates from the current technical regulations. A full explanation is required justifying the deviation.
3. It is the responsibility of the entrant to provide the relevant documentation to the administering bodies to establish eligibility. In the case of FIA homologated cars the relevant homologation papers must be provided for

reference.

4. After consultation with the entrant and administrating body responsible for the historic period relevant to the application, the HMC Technical Working Group's decision will be final.
5. Following a successful application an HTP document *HISTORIC EXACT REPLICA* will be issued by the HMC Technical Working Group.

APPENDIX 3 - TECHNICAL REGULATIONS FOR PRE 80 REPLICA VEHICLES

1. CRITERIA:

A replica of a previously raced International or National recognised car only will be allowed. This would be at the discretion of the relevant administrating committees. Potential car builders are advised to contact their local administrator (HRSA, MHCC, RETRO, BMSC, AMSC or WPMC) prior to build commencement.

- 1.1 Build a production based car to race and comply with the 2018 NATIONAL TECHNICAL REGULATIONS FOR PRE-1980 HISTORIC SALOON CARS, or
- 1.2 Build an exact replica of the original racing car.
- 1.3 It is specifically not permitted to pick the best elements from both sets of regulations and combine them to best suit the competitor.
- 1.4 The Historic Motorsport Commission Technical Working Group (TWG) will make the final decision on eligibility in the event of any dispute.
- 1.5 The car must be identical in all respects to the original car.
- 1.6 It is the responsibility of the entrant to provide the relevant documentation to the administering body to establish these parameters prior to build commencement.
- 1.7 In the case of FIA homologated cars, the relevant homologation papers should be provided for reference.
- 1.8 The following regulation should be read in conjunction with the 2021 National Technical Regulations for Pre 80 Historic Saloon Cars, which will apply.

2. BODYWORK.

This should be identical in dimension to the car being replicated.

Regulation 2.1 is to be respected where this does not conflict with the presented specification of the car being replicated.

3. SUSPENSION.

- 3.1 This should be identical to the car being replicated.

4. ENGINE CONFIGURATION.

- 4.1 This must be the same engine unit as originally fitted to the car.
- 4.2 Regulation 7.6 may be applied where applicable to the manufacturer.
- 4.3 The use of carburettors in place of period mechanical fuel injection will be allowed.
- 4.4 The power output of the engine should not exceed that of the original car and will need to be documented by the competitor for both the original and current engines. See rule 2.2
- 4.5 Capacity is free but the power output restriction must be respected.
- 4.6 **16v YB cylinder head:** It is confirmed that the YB cylinder head may only be used as a replacement for the Holbay cylinder head which was homologated for use in the RS2000 Escort mk1 in 1974. It may only be used in an exact replica of this Group2 Ford Escort and may not be used in any production-based variant.
- 4.7 **16v Schnitzer cylinder head:** It is confirmed that the BMW M3 cylinder head is deemed eligible to be used as a replacement for the period 16v Schnitzer cylinder head. It may only be used in an exact replica of the Group 2 BMW 2002 and may not be used in any production-based variant.

5. TRANSMISSION

- 5.1 Regulation 8, 8.1 to 8.6 will apply.
- 5.2 Regulation 8.7 will not apply.

6. WHEEL SIZE AND RIM WIDTH.

- 6.1 The wheel size must be that of the original car and Regulation 6.2 may not be applied.
- 6.2 Rim widths must not exceed that of the original car.
- 6.3 The tyre and rim must fit within the confines of the bodywork as fitted.

7. BRAKES.

- 1. Brake callipers must be of the exact same type i.e. 1-pot, 2-pot, 4-pot, 6-pot as it was used on the original car being replicated.
- 2. Disc rotors must fit within the confines of the original wheel size fitted.
- 3. Carbon fibre material is not permitted.

8. STEERING WHEEL POSITION (LHD/RHD)

- 8.1 The steering wheel position may be either left- or right-hand drive, but must be fitted in either form as long as it is as per the original position in the car.

9. WEIGHT.

- 9.1. The car may not weigh less than the original stipulated weight or in the case of FIA cars, the FIA homologated weight. This weight is taken as with all fluids in the car (e.g. water and oil), but without fuel.