



# **MSA NR MHCC PRE 80 AND PRE 90 HISTORIC CLUB SPORTING 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**

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

### **1. REVIEW AND AMENDMENTS**

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### **2. ETHOS OF MIDVAAL HISTORIC CAR CLUB /MHCC RACING SA**

- 2.1 To promote and preserve era correct historic racing saloon cars in South Africa.
- 2.2 To ensure and promote free and fair competition.
- 2.3 To encourage new and existing members to compete.
- 2.4 To preserve and promote the spirit and heroes of South African saloon car racing.
- 2.5 To ensure cost effective participation
- 2.6 To provide entertainment for spectators and value for money for sponsors.
- 2.7 To ensure a reasonable level of safety and promote safe driving standards.
- 2.8 To encourage international participation at international events.
- 2.9 To respect and abide by the decision of the empowered officials.
- 2.10 To compete in the Midvaal Historic Car Club / MHCC Racing championship, a competitor will have to be a member of MHCC Racing SA

- 2.11 Midvaal Historic Car Club/ MHCC Racing reserves the right to invite other competitors to participate in their events as agreed to by the committee.
- 2.12 Any aspect of a car not detailed as permitted is deemed not to be permitted.

### **3. CONTROLLERS**

- a. The controllers of the Championship will be Motorsport South Africa. (hereafter referred to as MSA), who have delegated the management and control to the Northern Regions Motorsport Committee, and the Midvaal Historic Car Club (MHCC). 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.
- b. The championships will be known as the Northern Regions Midvaal Historic Saloon Car Pre '80 and Pre '90 Sprint Club Championships.

### **4. AIM OF THE CHAMPIONSHIP**

To declare a Club Championship as provided for in these regulations.

### **5. ELIGIBILITY OF COMPETITORS**

- a. The following eligibility for cars shall apply:
- b. (i) Saloon Cars introduced before 31st December 1979 and that comply with the National Technical Regulations for Pre80 Historic Saloon cars and holding a valid and current Historic Technical Passport (HTP).  
(ii) Saloon Cars introduced post 31 December 1979 but before 31st December 1989 and that comply with the National Technical Regulations for Pre90 Historic Saloon cars and holding a valid and current Historic Technical Passport (HTP).
- c. The relevant MHCC committee shall draw up a list of Saloon Cars that will be allowed to compete in the category allocated according to these lists. In the event of a dispute, the matter of which category a car may compete in will be determined by the relevant MHCC committee.
- d. Only cars that have been registered with and approved by the MHCC shall be eligible to compete in the MHCC Historic Saloon Car Sprint Club Championship.
- e. Drivers must hold a current and valid MSA license that is applicable to this series. MSA circuit racing licences can be obtained by making application to MSA.
- f. To include "Invitation Cars" that have a true Racing Pedigree but may not fully comply with the category Technical Regulations. These 'invitation' cars will not be eligible for Championship Points and may enter no more than three events per annum.

### **6. SPONSORS EXPOSURE**

- a. Advertising material, as deemed necessary by the relevant MHCC committee in terms of the promotion of a series sponsor/s, shall be displayed on each competitor's car and/or racing apparel

and in a specified position. b. Should such advertising material not be placed on a competing vehicle, that driver will not be allowed to score any championship points for the race until such time as the specified advertising material is placed on the vehicle in the correct position. As per the discretion of the MHCC committee. c. The amount of advertising coverage on a vehicle is free.

## **7. INCIDENTS ON TRACK**

- a. Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (CoC) within 30 minutes of the finish of the practice or race. The relevant MHCC 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 ii) applies)
- b. The MHCC Code of Driver Conduct shall apply to this series.
- c. The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's. d. Competitors must undertake to race within the spirit of the regulations and the relevant MHCC committee will be the final judge of fact.

## **8. CLUB CHAMPIONSHIP**

- a. The Championships will be run over a minimum of 6 rounds (events) per annum but the maximum (events) will be determined by the promoter of the tour.
- b. The minimum sprint race distance shall be as per the promoter of the events.
- c. Each round shall consist of either (2) two-sprint races or (1) one race the minimum equivalent distance of (2) two sprint races. For the latter, double points will be awarded.
- d. The grid for race one of a round will be determined by qualifying times in official practice. Should a car not attend qualifying it will be placed on the grid in the next position behind the slowest qualifier in its class, even if cars of a slower class may be ahead of it.
- e. The grid for race two will have a full reverse grid. Any competitor who DNF in heat 1 will be required to start at the back of the grid.
- f. The start of each race will be by way of a rolling start. Points will be scored in classes on the following basis for each race:

**1st:** 10 points

**2nd:** 9 points

**3rd:** 8 points

**4th:** 7 points

**5th:** 6 points

**6th:** 5 points

**7th:** 4 points

**8th:** 3 points

**9th:** 2 points

**10th:** 1 point

- g. Where an event is held with more than one race, each race will be scored as a separate race. Where an event is run with only one race of longer duration, double points will be scored.
- h. Subject to clause 8 k, a competitor may accumulate points from more than one class during the season, towards the Championships. All class points shall be scored in the relevant class in which the car raced.
- i. For any championship event at a circuit outside Gauteng, a competitor who participates by commencing a lap, whether in practice (official or unofficial) or in a race, will be awarded an extra ten points towards the Championship. These additional points shall only apply where the race event is more than 250Km from Johannesburg.
- j. Should a competitor enter more than one class on one day, in the case of where classes are split to form two races, the competitor must nominate which class result will be scored toward the Championship prior to official qualifying. Failure to do so will result in the lower of the two results counting toward the Championship, even if the lower result is a non-finish.
- k. Should two or fewer cars in a particular class qualify at an event, the championship points for that class will be awarded as follows for each race:

2 Cars	1 Car
9	8
8	

- l. In the case of a tie, the competitor with the greater number of 1st place points will be declared the Champion. If this does not resolve the tie, then the greater number of 2nds failing this, 3rds and so on until the tie is resolved. If a tie still remains, MSA shall declare a winner on such basis as it deems fitting.
- m. Each competitor attending the noggin meeting will be awarded an additional one point provided that the attendance register was signed.
- n. If a member is not present at the noggin where any decisions are taken the decision of the majority of the members will be final and binding. No proxy's allowed.

## **9 . VEHICLE CLASSIFICATION (Compulsory requirement)**

- a. The final decision as to the classification type of any vehicle shall rest with the MHCC, which shall be entitled to make that decision in its sole discretion. Aspirant competitors are strongly advised to consult with the MHCC Technical Consultants (hereafter referred to as a TC) regarding compliance with the Technical Regulations prior to starting their investment program. The relevant MHCC committee shall, upon submission of an Historic Technical Passport by the competitor, determine the class in which such vehicle shall race in the Championships.

- b. No car shall be permitted to race in the Championships unless approved by and registered with the MHCC and the owner/competitor has a valid and current HTP.
- c. Competitors will be required to complete an HTP 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 MHCC, shall be recorded. The vehicle will be inspected and the HTP signed off by the TC. The HTP must be sent to the club chairman for allocation of a unique HTP number. Once a vehicle has been accepted, approved and annually reviewed by the MHCC, the last page of the HTP must be signed by the TC indicating compliance for that season.
- d. Before a vehicle is registered for the year, the MHCC shall approve the colour (which shall be of the period), condition and general appearance of the vehicle.
- e. Any competitor whose vehicle is found by the TC to differ in specification from his/her HTP will be requested to make the necessary changes.
- f. Should a competitor be requested in writing by the MHCC to make any changes to the vehicle, including its appearance or colour scheme, and should such competitor fail to comply with the requests of the MHCC within the period specified by the MHCC, the vehicle shall be de-registered by the MHCC, and will not be eligible for participation in any MHCC event.

## **10. CLASS STRUCTURE**

- a. All competitors will race in time classes as published by the MHCC from time to time. Time classes will be issued as an appendix to these regulations.
- b. After qualifying on race day, the point scorers will put you in a class higher than what you qualified in and the competitor will stay in that said class until he/she breaks out to the following class.
- c. A driver, who records a lap time faster than the class cut-off times on two separate occasions, in either timed practice or in any two different races / heats, will be promoted and placed in the appropriate class according to that lap time for the following meeting. If a driver breaks out by more than 0.5 seconds he/she will be automatically promoted to the next class at the following race meeting or immediately if the breakout occurs during official qualifying. The competitor will remain in the higher class for the remaining part of the season.
- d. A competitor may apply to the relevant MHCC committee in writing and with supporting documentation at the end of the season to change a vehicle from a higher class to a lower class (e.g. from Class E to Class F). Should this class change be afforded and the competitor again breaks the cut-off time in qualifying or any heat on the day, he/she will immediately revert back to the higher class.
- e. All class changes shall be notified to the competitor in writing except where covered by clause 8.c above. f. A competitor shall not be allowed to change a vehicle from one class to another without prior written permission of the relevant MHCC committee.
- g. Where more than one car is raced. In such event, each car will be scored separately and the points will not be combined to count towards the overall championship h. Any competitor who has had his/her vehicle re-classified shall have the right, within 72 hours of being notified, to address the relevant MHCC committee in writing objecting to the re-classification. After considering the views of

the competitor, the relevant MHCC committee shall have the right to change or uphold their initial decision.

**11. SAFETY**

- a. All safety belt harness hooks/latches must be lock-wired at each point.
- b. 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.
- c. An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- d. A competitor must be able to reach and extract the fire extinguisher while he/she is fully strapped into his / her safety harness.
- e. 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.