



CAPE HELL DRIVERS MOTOR CLUB

KAAPSE JAAGDUIWELS MOTORKLUB

REGULATIONS AND SPECIFICATIONS FOR THE 2017 - 2018 SEASON CHD OVAL TAR CLUB CHAMPIONSHIP

Version 1 – updated 22 September 2017

WC Circular 52 / 2017

These Regulations are to be read in conjunction with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), the MSA Oval Tar Regulations and any APPLICABLE Circulars issued by Motorsport South Africa.

1. CONTROLLERS

Will be the Cape Hell Drivers Motor Club (herein referred to as CHD) Committee.

2. AMENDMENTS

ANY proposed/desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Committee Meeting.

The Controllers reserve the right to introduce new Regulations and/or amend existing Regulations. Technical changes to these Regulations **shall** be issued to competitors at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare a CHD Oval Tar Club Champion in each of the following Classes:

1660
2.1 Modified Saloons
Stock Rods
Pink Rods
Heavy Metals
Super Saloons
Mini





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4. REGULATIONS

All race meetings shall be held under the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Rules, the MSA Oval Tar Regulations and the Supplementary Regulations issued by the Promoters / Organisers.

5. ELIGIBILITY OF DRIVERS

- 5.1 The Championships shall be open to all drivers resident within the Western Cape and who are members of CHD.
- 5.2 For all classes (except the Mini Class) drivers must not be younger than 16 years of age.
- 5.3 For the Mini Class, drivers must not be younger than 10 years old and may not be older than 18 years old (without a legal driving licence) when joining the class. A competitor may remain in this class for the remainder of the season in which he/she turns 18.

6. ELIGIBILITY OF CARS

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod class
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class

7. TYRES

Refer to the following:

- Appendix A for 1660 class
- Appendix B for 2.1 Modified Saloon class
- Appendix C for Stock Rod / Pink Rod class
- Appendix D for Heavy Metal class
- Appendix E for Super Saloon class
- Appendix F for Mini class





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8. MINIMUM NUMBER OF STARTERS

8.1 In order for all classes (except the Mini Class) to qualify for Club Championship status at each round, there must be a minimum of six (6) eligible starters during any race of that event.

8.2 In order for the Mini Class to qualify for Club Championship status at each round, there must be a minimum of five (5) eligible starters during any race of that event.

8.3 To be classified as a STARTER, a competitor has to cross the start line and start the race under the car's own power.

9. RACE DISTANCE

Qualifying races shall be run over the following distances for all classes:
Minimum of 8 laps – maximum of 15 laps

10. STARTING PROCEDURES

Starting procedures as per MSA Tar Oval Regulations or as per the SR's for each event.

11. GRIDS AND STARTING POSITIONS

As specified in the SR's for the event.

12. POINT SCORING

The following point scoring system will apply to all classes at Club events scoring towards the CHD Tar Oval Club Championship:

1st	-	15 points	8th	-	7 points
2nd	-	14 points	9th	-	6 points
3rd	-	13 points	10th	-	5 points
4th	-	12 points	11th	-	4 points
5th	-	10 points	12th	-	3 points
6th	-	9 points	13th	-	2 points
7th	-	8 points	14th onwards	-	1 points

- a) Drivers competing in more than one class will score individually in each class and points gained in one class will not be combined with points scored in any other class.





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- b) Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring in the Championship. The onus rests on the Organisers to indicate which competitors should not be scored, should this clause apply.
- c) Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive the points they would have been awarded had they competed in their appropriate classes.

13. CHAMPIONSHIP RACE MEETINGS

All CHD races held at Killarney and listed as qualifying races in the SR's will count towards the Championship, each event will generally consist of 3 races and a final.

14. NUMBER OF EVENTS SCORING TOWARDS CHAMPIONSHIP

All qualifying events will score towards the Championship. Should a minimum of six (6) events with the required minimum number of starters take place, the Championship may still be declared.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available from the CHD Secretary no later than seven (7) working days following the event. Any objections concerning the scoring must be received by the Secretary in writing not later than 7 days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.

16. SEPARATION OF TIES OVERALL

Refer GCR229.

17. DECLARATION OF CHAMPIONS

The CHD Committee, at its sole discretion, is responsible for declaring the winners of each Championship class, or to withhold such declaration.

18. COMPETITION NUMBERS

Shall be allocated by the Controllers. Competition Numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA, in ALL regards.





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APPENDIX A - 1660 CLASS

The general rule of what is not specifically allowed is not permitted applies.

A 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, with the exception of station wagons and panel vans which are prohibited.
- 1.2 LDV bodies may be used, with the following limitation which will not be negotiated: Any LDV body which can carry a maximum load of 650kg is permitted. It follows that the Golf Caddy being the maximum which can be used.
- 1.3 Front and rear wheel drive vehicles are permitted.
- 1.4 Bodywork must be centrally placed on the chassis; it may not be offset.
- 1.5 Any drive train, cooling, axle or brake component may be used provided the donor vehicle complies with the type of car or body.

A 2. SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under the MSA GCR Handbook and Technical & Construction Regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and differential plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

A 3. GENERAL RACING MODIFICATIONS

- 3.1 Flywheels may be lightened and cast flywheels may be replaced with steel or aluminium flywheels.
- 3.2 No flex plates are permitted.
- 3.3 The following items are free:
 - 3.3.1 Pulley sizes;
 - 3.3.2 Pistons and piston rings sizes are free (no race forged pistons allowed);
 - 3.3.3 Connecting rods from various road going models are permitted. Balancing will be permitted for that purpose only;
 - 3.3.4 Crankshafts from various road going models are permitted;
 - 3.3.5 Compression ratios;
 - 3.3.6 Bore and stroke ratios;
 - 3.3.7 Valve and tappet covers are free with the condition that the cover does not form part of the valve train;
 - 3.3.8 Sumps are free in respect of volume and design;
 - 3.3.9 Fuel pumps are free with regards to operation and capacity;





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- 3.3.10 Camshaft profiles are free as long as the number of lobes and their location are not altered;
- 3.3.11 Flexible engine mountings may be made solid;
- 3.3.12 Fuel pressure regulators;
- 3.3.13 Dellorto and Weber carburetors parts may be interchanged;
- 3.3.14 Induction and ram tubes;
- 3.3.15 Pressure plates and button clutches are free.
- 3.4 Dry sump systems are not permitted.
- 3.5 The method of camshaft driver may not be changed.

A 4. IGNITION / ENGINE MANAGEMENT

- 4.1 Any standard distributor may be used.
- 4.2 A standard electronic ignition may be fitted.
- 4.3 Any local management system may be used for fuel and ignition management (Dicktator, Spitronic, Mr Turbo, Gotech etc).
- 4.4 A MSD Spark Booster may be fitted to engines using carburetors and distributor type ignitions.

A 5. THE FOLLOWING ITEMS IN PARTICULAR ARE PERMITTED

- 5.1 Electronic water pumps.
- 5.2 Roller rockers.

A 6. ROLL CAGE

Refer to T & C Regulations.

A 7. BUMPERS

- 7.1 No external steel bumpers are permitted. Refer to internal bumper regulation (CR53).
- 7.2 Internal bumper construction refer Technical and Construction regulations.
- 7.3 No piping to protrude outside of bodywork.

A 8. BRAKES

- 8.1 Only two or single pot calipers may be used on the front and rear wheels.
- 8.2 Only brake components as fitted to any vehicle as per item 1, may be used.
- 8.3 Master cylinders are free.
- 8.4 Aftermarket pedal boxes may be used.





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A 9. CAR CONSTRUCTION

- 9.1 Refer to the T & C Regulations.
- 9.2 No engine offset is allowed.

A 10. DIMENSION AND WEIGHTS

- 10.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance permitted.
- 10.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers prescribed specifications; and
- 10.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 10.4 Maximum length and width of the vehicle shall include the wing and aerofoil. It follows that no part of the vehicle shall exceed the maximum specification.
- 10.5 Maximum length of the vehicle is 5000mm.
- 10.6 Maximum width of the vehicle is 2000mm.

A 11. ENGINE

- 11.1 The use of an engine originating from another model manufactured by the same manufacturer or the use of an engine from another manufacturer shall be permitted, provided that such engine complies with the criteria set out.
- 11.2 Engines utilized, will only be permitted, if the vehicle originated from South Africa;
- 11.3 No multi-valve engines – engines shall be restricted to 8 valve.
- 11.4 Any 3 or 4 cylinder 4 stroke piston 2 valve per cylinder, single cam overhead valve or overhead cam permitted.
- 11.5 Maximum 1660cc.
- 11.6 No turbo or super charging allowed, (forced induction).
- 11.7 Fuel injection systems are permitted and may be used with a local management system. The throttle body may not exceed 60mm. The Plenum design is free.
- 11.8 Side draft carburetors may NOT exceed 40mm. Choke tubes sizes free.
- 11.9 Cylinder head and engine block must be utilized in combination as fitted to vehicles.
- 11.10 The bolt pattern of the head and the block must be the same.
- 11.11 A modification to the engine is free, unless stated elsewhere in the regulations.

A 12. ENGINE POSITIONING: - REAR WHEEL DRIVE

- 12.1 The rear face of the engine is where the bell housing and the engine meet.
- 12.2 The rear face will not be more than 600mm back of centre line of the front wheels.





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A 13. EXHAUSTS

- 13.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
- 13.2 Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450mm, measured from the top of the pipe to the ground.
- 13.3. Branches are permitted.

A 14. FUEL

- 14.1 Methanol, Avgas, racing and pump fuel is allowed, without enhancements.
- 14.2 Methanol lubricants may be used such as Castrol R40 or castor oil.

A 15. STEERING AND SUSPENSION

- 15.1 Only commercially available steering racks and steering boxes or quick ratio versions thereof as fitted to vehicles are permitted.
- 15.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 15.1 above or locally fabricated components.
- 15.3 Adjustable spring platforms may be fitted.
- 15.4 Competition springs are permitted.
- 15.5 The use of rose type joints are permitted.
- 15.6 Only South African made Gabriel, Armstrong or Monroe shock absorbers may be used.
- 15.7 The total limit permitted is 4, with one per corner.
- 15.8 No remote shock absorber reservoirs may be used.
- 15.9 Power steering is permitted.
- 15.10 Suspension may be designed with an offset.
- 15.11 A maximum of 4 links may be used on the rear suspension. Wish bone type suspensions are allowed on space frames or semi space frames. Front wheel drive cars may only use a beam rear axle.

A 16. TRANSMISSION

- 16.1 Only local differentials and gearboxes shall be permitted.
- 16.2 No straight cut boxes are permitted.
- 16.3 Gear ratios are free.
- 16.4 Differentials may be locked.
- 16.5 Limited slip differentials and locker differentials not permitted.





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A 17. WHEELS AND TYRES

- 17.1 Tyres are restricted to locally manufactured tyres and imported road going tyres, with a cost of less than R1 000.00 including VAT, that are commercially available from Commercial Fitment Centers the following size limitations – max width 205mm, 13, 14 and 15 inch apply.
- 17.2 Each competitor is limited to 6 tyres per championship season.
- 17.3 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 17.4 Damaged tyres may be replaced at the sole discretion of the senior scrutineer at championship events with used tyres only.
- 17.5 Each competitor is responsible to ensure that the tyres are marked by the Scrutineer.
- 17.6 No slick or semi slick tyres or compound altering chemicals are permitted. Skimming of tyres is strictly prohibited.
- 17.7 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 17.8 Tyres showing any degree of “canvas” or structural damage may not be used.

A 18. WINGS

- 18.1 Wings are optional.
- 18.2 Wing end plates may not exceed 500mm x 500mm and may be offset.
- 18.3 Wing designs are free.
- 18.4 Wing to be mounted from “B” pillar backwards.
- 18.5 Height of wing from the highest point of the roof is a max of 300mm.





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APPENDIX B - 2.1 MODIFIED SALOON CLASS

The general rule of what is not specifically allowed is not permitted applies.

B 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, with the exception of station wagons and panel vans which are prohibited.
- 1.2 Front and rear wheel drive vehicles are permitted.
- 1.3 Bodywork must be centrally placed on the chassis, it may not be offset.
- 1.4 Any drive train, cooling, axle or brake component may be used provided the donor vehicle complies with the type of car or body.

B 2. GENERAL SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under MSA GCR Handbook and technical & construction regulations.
- 2.2 Non-contact racing class.
- 2.3 Ensure that all joints in construction are welded properly.
- 2.4 Sump, gearbox and differential plugs are to be wired securely.
- 2.5 Dual springs on throttles to be fitted, thus preventing throttle jams.

B 3. GENERAL RACING MODIFICATIONS

- 3.1 The Following listed modifications shall be accepted in the class:
 - 3.1.1 Dry sump lubrication as long as the oil lines are properly shielded and the competitor is shielded from the tank / oil cooler.
 - 3.1.2 Mechanical fuel injection.
 - 3.1.3. Roller rockers.
 - 3.1.4. Flywheels may be lightened and cast flywheels may be replaced with aluminum or steel flywheels.
 - 3.1.5 Flex plates are allowed.
- 3.2 The following items are free:
 - 3.2.1 Pulley size
 - 3.2.2 Pistons and piston rings
 - 3.2.3 Connecting rods
 - 3.2.4 Crankshafts
 - 3.2.5 Compression ratios
 - 3.2.6 Bore and stroke ratios
 - 3.2.7 Valve and tappet covers are free with the condition that the cover does not form part of the valve train.





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- 3.2.8 Sumps are free in respect of volume and design.
- 3.2.9 Fuel pumps are free with regards to operation and capacity.
- 3.2.10 Camshaft profiles are free as long as the number of lobes and their location are not altered.
- 3.2.11 Flexible engine mountings may be made solid.
- 3.2.12 Fuel pressure regulators.
- 3.2.13 Dellorto and weber carburetor parts may be interchanged.
- 3.2.14 Induction and ram tubes.
- 3.2.15 Pressure plates.
- 3.2.16 The method of camshaft drive may not change.

B 4. BUMPERS

- 4.1 No external steel bumpers are permitted refer to internal bumper regulation (CR53).
- 4.2 Internal bumper construction refer Technical and Construction regulations.
- 4.3 Only plastic or fiberglass bumpers not exceeding 3 mm thickness may be fitted externally for cosmetic purposes only. No steel stiffeners are permitted.
- 4.4 No piping to protrude outside of bodywork.

B 5. BRAKES

- 5.1 Any 4 pot caliber may be used.
- 5.2 Master cylinders are free.
- 5.3 Aftermarket pedal boxes may be used.

B 6. CONSTRUCTION AND ROLL CAGE

- 6.1 Refer to T & C regulations.
- 6.2 No engine offset allowed.

B 7. DIMENSION AND WEIGHTS

- 7.1 Weight of the car including competitor shall be a minimum of 800kg weighed pre, during or post event with no tolerance allowed.
- 7.2 Wheelbase of the vehicle must be within 50mm of the original manufacturers prescribed specifications; and
- 7.3 All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
- 7.4 Maximum length and width of the vehicle shall include the wing and aerofoil.
- 7.5 Maximum length of the vehicle is 5000mm.
- 7.6 Maximum width of the vehicle is 2000mm.





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B 8. ENGINE

- 8.1 The use of an engine originating from another model manufactured by the same manufacturer or the use of an engine from another manufacturer shall be permitted, provided that such engine complies with the criteria set out.
- 8.2 Engines will only be permitted, if more than 500 units were sold of the vehicle from which it originated within South Africa.
- 8.3 Only Toyota Beams and Nissan VVL 16 Valve, 2 liter engines are permitted, with single throttle body, not greater than 70mm. The engine must be used in standard form, with single throttle body, exhaust system, ignition, management and clutch/fly wheel configuration free. No other modifications are permitted.
- 8.4 Any 3 or 4 cylinder 4 stroke piston driven 2 valve per cylinder, single cam overhead valve or overhead cam permitted.
- 8.5 Maximum 2100cc
- 8.6 No turbo or super charging allowed, (forced induction).
- 8.7 Fuel injection systems, ignition systems and engine management systems are free; with individual throttle bodies not exceeding 48mm.
- 8.8 No slide type throttle bodies are permitted.
- 8.9 Choke tube sizes are free.
- 8.10 Cylinder head and cylinder block must be utilized in combination as fitted to vehicles; This follows that any cylinder head of the same make as the cylinder, block can be interchanged as long as the cylinder head and cylinder block complies with the engine units.
- 8.11 The bolt pattern of the head and the block must be the same.
- 8.12 Modifications to the engine is free, unless stated elsewhere in the regulations.
- 8.13 Engine positioning
 - 8.13.1 The rear face of the engine is where the bell housing and the engine meet.
 - 8.13.2 The rear face will not be more than 600mm back of center line of the front wheels.

B 9. EXHAUST

- 9.1 All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
- 9.2 Exhaust tail pipes passing out the sides of the vehicle may only do so at a maximum height of 450mm, measured from the top of the pipe to the ground.

B 10. FUEL

- 10.1 Methanol, Avgas, racing and pump fuel allowed, no enhancements.
- 10.2 Methanol lubricants may be used such as Castrol R40 or castor oil.
- 10.3 Competitors using 16v engines are restricted to pump fuel only.





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B 11. STEERING AND SUSPENSION

- 11.1 Steering racks are free.
- 11.2 Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 1.1 above or locally fabricated components.
- 11.3 Adjustable spring platforms may be fitted.
- 11.4 Competition springs are permitted.
- 11.5 The use of rose type joints are permitted.
- 11.6 Shock absorbers are free but may have only one adjustment for either bump or rebound.
- 11.7 The total limit permitted is 4, with one per corner.
- 11.8 No remote shock absorber reservoirs may be used.
- 11.9 Power steering is permitted.
- 11.10 Suspension may be designed with an offset.
- 11.11 A maximum of 6 links may be used on the rear suspension.
- 11.12 Independent rear suspensions are permitted.

B 12. TRANSMISSION

- 12.1 Gearboxes are free.
- 12.2 Gear ratios are free.
- 12.3 Differentials are open with the exception of rear quick change units.
- 12.4 Only space frame vehicles may convert from front wheel drive system to a rear wheel drive system.

B 13. WHEELS AND TYRES

- 13.1 Restricted to 205/60/13 Yokohama A048 semi slick tyres and Bridgestone 15 inch semi slick tyres only.
- 13.2 Under no circumstances may any name or size be buffed off from the tyre walls.
- 13.3 All tyres have to be presented at scrutineering.
- 13.4 Each competitor is limited to 6 tyres per championship season.

B 14. WINGS

- 14.1 Wing end plates may not exceed 500mm x 500mm and may be offset.
- 14.3 Wings to be 50mm narrower than the width of the vehicle.
- 14.4 Wing length- Maximum 1200mm.
- 14.5 Wing height- Maximum 500mm (Side Plates).
- 14.6 Wing to be mounted from "B" pillar backwards.
- 14.7 The number of vanes are free, but they must all be within the dimensions of the endplates.
- 14.8 Height of wing from the highest point of the roof is a max of 300mm.





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APPENDIX C - STOCK ROD & PINK ROD CLASS

INTRODUCTION

The main objective of these classes are to promote Oval racing in the most cost efficient way by means of using stock standard saloon cars with minimum alterations.

The Stock Rod and Pink Rod (ladies only) classes are entry level classes for standard sedans or coupe, 2 or 4 door body cars and LDVs which appeared with a 1600 engine or less. Front or rear wheel drive vehicles are permitted. All parts fitted to the car shall be used without any alterations and modifications i.e. as they come from a road going vehicle. Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

Only modifications specifically stated shall be allowed, anything not stated in these rules is not permitted.

C 1. CAR CONSTRUCTION

- 1.1 Only road going vehicles are permitted.
- 1.2 Space frame and semi space frame vehicles are not permitted.
- 1.3 Chassis and sub frame must exist in its entirety.
- 1.4 Repaired chassis may only be done with materials not exceeding 1 mm thickness.
- 1.5 Silhouette's to remain unaltered.
- 1.6 Wheelbase to remain standard. No wheel spacers are permitted.
- 1.7 No sunroofs permitted, must be a solid roof.
- 1.8 Bonnets may not be cut to accommodate air cleaners.
- 1.9 Firewall may be cut to accommodate the carburetor and exhaust system only.
- 1.10 Front valance may be reinforced by plating no thicker than 1 mm.
- 1.11 All interior trim must be removed.
- 1.12 Inner door panels may be removed.
- 1.13 Rear of car may be closed with plating to create separate compartment for the fuel tank.
- 1.14 Fiberglass panels are permitted.
- 1.15 Wheel arch spats are permitted.
- 1.16 These spats may not protrude more than 50 mm and may only be manufactured from fiberglass. They may NOT form sharp edges.
- 1.17 No skirts are permitted.
- 1.18 Fiberglass body repairs are permitted.
- 1.19 Top of wheels may not protrude beyond the spats when viewed from above.
- 1.20 Only ORIGINAL bumpers and original bumper stiffeners are permitted.





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- 1.21 Engines must be mounted in original position.
- 1.22 Fuel tanks must be covered if they are not placed behind the “boot plate”.
- 1.23 Boot lid must remain fitted.

C 2. ROLL CAGE AND FRAME

- 2.1 Roll cage refer to Technical and Construction Regulations.
- 2.2 Full roll cage to be fitted, may support rear of front strut tower.
- 2.3 Strut braces are permitted between lower control arms and between strut towers.

C 3. BRAKES

- 3.1 Brakes must remain standard.
- 3.2 No modified pedal boxes are permitted.
- 3.3 No ABS brakes are permitted.
- 3.4 No rear disk brake to be fitted.
- 3.5 Cars with brake drums in front may be changed with a later model disc brake of the same car.

C 4. DIMENSION AND WEIGHTS

- 4.1 Weight of the car including the driver shall be a minimum of 800kg weight pre, during or post event with no tolerance permitted.
- 4.2 All dimensions and specifications must be according to the manufacturer’s specifications as records by the Auto Data Digest unless there is proof of any error in the Auto Data Digest.

C 5. ENGINE

- 5.1 Engines may not exceed 1660 cc after reboring to maximum manufacturer specification.
- 5.2 The engine make must match the vehicle type i.e. Nissan engine in a Nissan body.
- 5.3 No engine parts whatsoever will be interchanged between engines, e.g. 1400 to be fitted with a 1400 flywheel and not that of a 1200.
- 5.4 Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules.
- 5.5 Ignition must not be programmable.
- 5.6 Carburetion can be altered to a maximum of 38 DCD Weber; by fitting an aftermarket adapter between the carburetor and the intake manifold.
- 5.7 No SU Carburetors are permitted, except in the 1275 Leyland Mini.
- 5.8 Dimensions and designs on adapter plates are free.
- 5.9 Fuel injection heads are permitted.





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- 5.10 Camshafts are free.
- 5.11 Vernier camshaft pulleys are not permitted.
- 5.12 Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted.
- 5.13 Intake manifolds are to remain standard.
- 5.14 No aftermarket manifolds are permitted and an adapter plate between carburetor and intake manifold is permitted.
- 5.15 No adapter plates may be used between the cylinder head and intake manifold.
- 5.16 Sandwich plates between the cylinder head and inlet manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal the injector mounting grooves.
- 5.17 Intake and exhaust port on cylinder head are to remain standard.
- 5.18 No port matching is allowed.
- 5.19 No air intake ducting allowed.
- 5.20 Electric water pumps are not allowed.
- 5.21 Flex plates are not allowed.
- 5.22 Flywheels are to remain standard.
- 5.23 Aftermarket ignition systems are not allowed.
- 5.24 Balancing of engines parts is allowed. Crankshafts are to remain standard.
- 5.25 Three angle valve seats are permitted.
- 5.26 Valves must be completely standard including size and length.
- 5.27 Only standard valve springs are allowed.
- 5.28 Valve guides must be standard.
- 5.29 Head bolts not to be cut down and additional washers may not be added.

C 6. EXHAUSTS

- 6.1 Branches are permitted.
- 6.2 Effective silencers are compulsory.

C 7. FUEL

Only pump fuel is permitted (ethanol is excluded).

C 8. STEERING AND SUSPENSION

- 8.1 Only commercially available steering racks and steering boxes are allowed, but are to remain standard to the vehicle, without modifications.
- 8.2 No quick ratio versions are allowed.
- 8.3 Suspension may be altered but only to the left front wheel (top or bottom) but may not be adjustable.





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- 8.4 No adjustable shock absorbers are allowed.
- 8.5 Only Gabriel, Armstrong or Monroe shock absorbers are allowed if the original shock absorbers are replaced.
- 8.6 Rear suspension must remain standard but can be lowered by heating or cutting of the springs (Mini may cut down the cones only).
- 8.7 LDV's and rear wheel drive vehicles can make modifications on the rear springs.
- 8.8 Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle.
- 8.9 Competition springs and lowering kits are NOT permitted.
- 8.10 On drivers side a 125mm block must pass under the skirt, excluding the lip edge, from end to end; with the Competitor in the vehicle.

C 9. TRANSMISSION

- 9.1 Only standard gearboxes as fitted in factory are allowed.
- 9.2 For front wheel drive vehicles a gearbox of the same make and brand can be interchanged e.g. A VW Golf gearbox can be fitted to a VW POLO or vice versa.
- 9.3 For rear wheel drive vehicles the gearbox can be interchange (Ford to Ford if it is a straight fit, no adapter plates may be used).
- 9.4 No limited slip differentials are allowed. Only open and lock differential (by welding only) allowed.

C 10. WHEELS AND TYRES

- 10.1 Only road going tyres available from Commercial Fitment Centers are permitted with the following size limitations - max width 205mm, 10, 12, 13, 14 and 15 inch only.
- 10.2 Tyres Restricted to locally manufactured tyres and imported road going tyres, with a cost of less than R1 000.00 including VAT, that are commercially **available** from Commercial Fitment Centers.
- 10.3 Each competitor is limited to 6 tyres per Championship season.
- 10.4 This tyre limitation is restricted to the participation in the races and final only and not for practice runs.
- 10.5 Damaged tyres may be replaced at the sole discretion of the Senior Scrutineer at championship events with used tyres only.
- 10.6 Each competitor is responsible to ensure that the tyres are marked by the Srutineer.
- 10.7 No slick or semi slick tyres or compound altering chemicals are permitted.
- 10.8 Skimming of tyres is strictly prohibited.
- 10.9 Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted.
- 10.10 Tyres showing any degree of "canvas" or structural damage may not be used.





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C 11. WINGS

Wings are not permitted.

C 12. RESTRICTOR PLATE

- 12.1 A compulsory restrictor plate measuring 19/23mm must be fitted between the carburetor and the inlet manifold.
- 12.2 This restrictor plate will be sold to each specific Competitor with a serial number. Each plate will be tested in the presence of the Competitor using a 19.05mm and 23.05mm 'no go' gauge.
- 12.3 Competitors using other Competitors cars must obtain their own restrictor plate from the Event organizers.
- 12.4 Any Competitor found competing with a restrictor plate that is not registered to them will be excluded from the event's results.
- 12.5 Any Competitor found competing with a restrictor plate that does not match the reflected sizes will be excluded from the events results.
- 12.6 Any Competitor who fails to race with a restrictor plate will be excluded from the event.





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APPENDIX D - HEAVY METAL CLASS

The general rule of what is not specifically allowed is not permitted applies.

D 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Any car or LDV (bakkie) that came out with a 6 cylinder engine will be permitted. Left hand drive vehicles will not be permitted.
- 1.2 The make of the engine and the make of the car must be the same.
- 1.3 Only original road going vehicles will be allowed. Only front fenders, bonnets, boot lids, bumpers and doors may be replaced with fibre glass panels.

D 2. SAFETY

- 2.1 Non contact racing class.
- 2.2 All vehicles must comply with the Technical & Construction Regulations.
- 2.3 Sump, gearbox and diff plugs are to be wired and all vehicles must have a drip tray fitted underneath the engine.
- 2.4 Wheel / body protectors may be fitted. Only a single pipe (38 x 2) or steel plate (max 2mm) on sill height will be allowed with a maximum of 3 mounting points. The wheel / body protectors may not protrude the wheels.
- 2.5 Cars not complying with safety regulations will not be allowed to race, no exceptions.

D 3. BRAKES

- 3.1 Only factory fitted brake systems will be permitted. No aftermarket master cylinder allowed.
- 3.2 A brake bias / tap may be fitted to the brake lines going to the rear wheels.
- 3.3 No ABS is allowed.

D 4. CAR CONSTRUCTION

- 4.1 Front and rear wheel drive cars are permitted.
- 4.2 Front wheel drive cars may not be converted to rear wheel drive cars or vice versa.
- 4.3 No 4x4 or all wheel drive cars are allowed.
- 4.4 All four wheels of the vehicle must fit within the body of the vehicle, which in turn must comply with the general dimensions of the vehicle.
- 4.5 Firewall may not be altered.
- 4.6 Radiators must be in its original position.





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D 5. WEIGHTS

Weight of the car including the driver shall be a minimum of 1100kg weighed pre, during and post event with no tolerance permitted.

D 6. ENGINE

- 6.1 Any 6 cylinder engine will permitted.
- 6.2 A maximum engine output of 150kW on the flywheel is allowed on all engines and can be tested at any time.
- 6.3 Only a standard after-market management system may be used on all engines. Engine management may only be able to load one map.
- 6.4 100% full throttle operation.

D 7. EXHAUSTS

Branches are allowed on all engines.

D 8. FUEL, FUEL MANAGEMENT AND CARBURETION

Racing and pump fuel allowed, no Methanol or Ethanol is allowed.

D 9. SUSPENSION

- 9.1 Shocks can be interchanged as long as it is a shock that was originally fitted to a commercially sold vehicle. The original mounting points on shock, body and suspension to stay standard.
- 9.2 Suspension components may not be interchanged i.e. 3 series BMW parts may not be fitted to a 5 series BMW, etc.
- 9.3 The lowering of the car is permitted, but no after-market lowering kits are allowed.
- 9.4 No adjustable suspensions are allowed. Only front adjustable coil overs are allowed. Standard shocks to be used.
- 9.5 The wheelbase of the vehicle may not vary more than 30mm from left to right.
- 9.6 Maximum camber allowed on front wheels are 4 degrees.

D 10. TRANSMISSION

- 10.1 Only standard gearboxes may be used.
- 10.2 Differentials may be locked but no limited slip differentials or locker differentials are allowed.
- 10.3 Diff ratios are free.





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D 11. WHEELS AND TYRES

- 11.1 Dunlop 7000* and 7000D are allowed.
- 11.2 Tyres to a maximum of 15" x 205 are allowed. Rims, refer to CR4.3 (may not be wider than the contact surface of the tyre).
- 11.3 All tyres must presented and marked at scrutineering.
- 11.4 Each competitors is limited to 8 tyres per championship season.

D 12. WINGS

- 12.1 Wings are permitted but height may not obscure rearward vision.
- 12.2 Wings are not allowed to be wider than the width of the vehicle.
- 12.3 Wings may only be mounted on the boot lid.
- 12.4 Wings may be of the "NASCAR" lid type or boot spoiler or a wing.
- 12.5 Wing side plates may not exceed 250mm x 250mm.
- 12.6 Wing center piece may not exceed 250mm in width.

D 13. PENALTIES

- 13.1 The dyno can be run at any given time irrespective of weather conditions.
- 13.2 On 1st offence - loss of total points accrued to date.
- 13.3 On 2nd offence - loss of total points accrued to date and a R1000 find must be paid to the club. The driver will not be allowed to take part in any oval track racing under an "A" number at CHD or any club until the fine has been paid. The driver will not be allowed to change clubs while the fine is outstanding.
- 13.4 On 3rd offence - penalty to be decided by the Controllers.





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APPENDIX E - SUPER SALOON CLASS

The general rule of what is not specifically allowed is not permitted applies.

E 1. ELIGIBILITY OF VEHICLE AND BODIES

- 1.1 Bodywork shall comply with CR38 to CR40.
- 1.2 The silhouette of the vehicle must be the same as the road going vehicle.
- 1.3 The body may be broadened to accommodate big sascar type wheels.
- 1.4 The rear panel may be open.

E 2. GENERAL SAFETY

- 2.1 All other items not noted under the class regulations, shall be adhered to under race regulations and technical & construction regulations.
- 2.2 Cars not complying with safety regulations will not be allowed to race, no exceptions.
- 2.3 Sump, gearbox and diff plugs are to be wired and all vehicles will have a drip tray fitted underneath the engine.

E 3. BRAKES

- 3.1 Up to 6 pod calipers are allowed in the front.
- 3.2 Up to 4 pod calipers are allowed at the back.

E 4. WEIGHTS

Weight of the car including the driver shall be a minimum of 1050kg weighed pre, during or post event with no tolerance permitted.

E 5. SHOCKS

Any type of shock with no external adjustment is allowed.

E 6. WHEELS AND TYRES

- 6.1 Maximum of 5 Hoosier 27-11-15 tyres bought from CHD is allowed. This tyre will be phased out.
- 6.2 Continental 190-15 tyres are allowed with a maximum of 8 new tyres per Championship season.
- 6.3 Damaged tyres must be produced to the scrutineer on the race day the tyre got damaged.
- 6.4 Refer to CR4. Rims may not be wider than driving surface of the tyre with a maximum of 12" for the Hoozier tyres.
- 6.5 Maximum width of tyre allowed outside of body is 30mm.





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APPENDIX F - MINI CLASS

The general rule of what is not specifically allowed is not permitted applies.

F1. CAR CONSTRUCTION (MINI'S)

- 1.1 Only a Mini body like those that was sold in SA between 1960 & 1985 may be used in its standard form.
- 1.2 Fiberglass bonnet and boot is optional.
- 1.3 Fiberglass skin over the rest of the body except the roof is allowed for cosmetic reasons only, but panels to stay intact and not to be lightened.
- 1.4 All body parts to remain standard and only the doors may be cut on the inside to fit the sissy bars.
- 1.5 All doors to remain operational.
- 1.6 Wheels must be covered by body panels. Radiators shall be mounted within the engine compartment of vehicles.
- 1.7 No onboard radiator spraying equipment is permitted.
- 1.8 Radiators – 2 x mini heater radiators allowed.
- 1.9 After market radiators can be used with original fan. Electric fans allowed.

F2. CAR CONSTRUCTION (UNO'S)

- 2.1 Only the UNO 1100 may be used. The original engine mountings must be strengthened. A thrust mounting may be added.
- 2.2 Radiators shall be mounted within the engine compartment of vehicles.
- 2.3 No onboard radiator spraying equipment is permitted.
- 2.4 Radiators – 2 x mini heater radiators allowed.
- 2.5 After market radiators can be used with original fan. Electric fans allowed.

F3. ROLL CAGE AND FRAME

- 3.1 Roll cage refer to Technical and Construction Regulations.
- 3.2 Full roll cage to be fitted, may support rear of front strut tower, but not further than rear strut tower.
- 3.3 Sissy bars and external bumpers are compulsory.
- 3.4 Bumpers will be for protection purposes of young drivers only.
- 3.5 Bumpers to be mounted to roll cage with 10 degree “weakening bend” 200mm from bumpers.
- 3.6 Bumper thickness 38 x 2mm. Only 4 mounting points are allowed.
- 3.7 All cars need to adhere to safety regulations. If not, car will not be allowed to race. No exceptions.





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F 4. BRAKES

Effective braking is mandatory on all 4 wheels. No brake bias is allowed.

F 5. DIMENSION AND WEIGHTS

Minimum: 650kg including driver.

F 6. ENGINE

- 6.1 Mini engine of not more than 1100 + 60 thou (0.060) may be used in standard form.
- 6.2 The engine is to remain completely standard with intake (1 and a half inch).
- 6.3 Any 73mm pistons from a road going car or LDV may be used in a Mini engine.
- 6.4 No modification may be made to the cylinder head or camshafts.
- 6.5 The standard clutch assembly & gearbox are to be used.
- 6.6 The engine is to remain in its original position.
- 6.7 A Mini S.U. (37/38) side draft may be used in standard form (1 and a half inch – single). An original Uno carburetor to be used on a Uno engine.
- 6.8 Air cleaners are optional.
- 6.9 100% Full throttle operation.
- 6.10 Only an original Mini distributor may be used. It may be changed to electronic. (Motor drive ,KB Turbo's).
- 6.11 No electronic management systems allowed.
- 6.12 Cars are not allowed to produce more than 40Kw & 100Nm torque measured on the flywheel.
- 6.13 The crankshaft may not be stroked.
- 6.14 Sump, gearbox and diff plug are to be wired and all vehicles will have a drip tray fitted underneath the engine.

F 7. EXHAUSTS

- 7.1 Branches bought from COWLEY are permitted.
- 7.2 A standard exhaust max 48mm outside, standard mounting full length must be used Maximum – 105 Db.

F 8. FUEL

Only pump fuel is permitted (ethanol is excluded).

F 9. STEERING AND SUSPENSION

- 9.1 No rose type joints are allowed. No alterations to wishbones or shock mounting.
- 9.2 Any Monro /Armstrong / Gabriel shocks are allowed. Shocks must be used in Standard form as it was fitted to an original Mini/Uno.





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- 9.3 No spacers on wheels allowed.
- 9.4 The front left lower control arm may be extended with 10mm.
- 9.5 No lowering of suspensions will be allowed & only the original mounting points will be allowed.
- 9.6 No alterations may be made to the sub frames.
- 9.7 Wheel studs can be up to 12mm/14mm.

F 10. TRANSMISSION

- 10.1 No limited slip differentials are allowed.
- 10.2 Differential ratios may be changed to suit different circuits. Locking is not allowed. Only standard Uno + Mini differential ratios may be used to suit different circuits.

F 11. WHEELS AND TYRES (MINI'S)

- 11.1 Only 10" rims may be used.
- 11.2 Any 145 SR 10 tyre may be used. No retreads.
- 11.3 A maximum rim width of 4 and a half J is allowed (4.5").
- 11.4 Any road legal tyre 145/10 locally available.
- 11.5 Only steel or epoxy rims (trailer) may be used. On the rims the maximum dish offset measured from the outside of the rim to the bolt height of the dish may not be more than 70mm.
- 11.6 Only 1100 mini drums may be used (not with build in spacers).

F 12. WHEELS AND TYRES (UNO'S)

- 12.1 Tyres: Maximum width: 155mm x 13"
- 12.2 Only local street tyres that is available to the public at all times and that can be bought over the counter may be used.
- 12.3 Only standard drum brakes may be used on all four wheels + Uno standard brakes.

F 13. WINGS

Wings are not permitted.

F14. PENALTIES

When impounded and the distributor is loose, the driver will be excluded immediately and he / she will lose all points accumulated for the season.

