



REGULATIONS AND SPECIFICATIONS FOR THE 2018 WESTERN CAPE REGIONAL TAR OVAL CHAMPIONSHIP

MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 51/2018

These Regulations are to be read in conjunction with the 2018 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 Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee.

2. AMENDMENTS

ANY proposed/desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Regional 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 Western Cape Regional Oval Tar Champion in each of the following Classes:

1660
2.1 Modified Saloons
Stock Rods

4. REGULATIONS

All race meetings shall be held under the 2018 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Regional Regulations, the MSA Oval Tar Regulations and the event Supplementary Regulations (SR's) issued by the promoters / organisers.



5. ELIGIBILITY OF DRIVERS

- 5.1 The Championship shall be open to all drivers resident within the area controlled by MSA Western Cape Regional Motorsport Committee. No competitor may take part in a Western Cape Regional Championship if he/she is competing in a similar Championship in another region or if a similar Championship is available to him/her in his/her region.
- 5.2 Only regional or national oval licence holders are permitted to compete.
- 5.3 Drivers must not be younger than 16 years of age.

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 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 class.

8. MINIMUM NUMBER OF STARTERS

- 8.1 In order for a class to qualify for Regional Championship status at each round, there must be a minimum of eight (8) eligible starters during any race of that event.
- 8.2 Definition of a "Starter": 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 Regional events scoring towards the WC Regional Tar Oval Championship:

1st	-	15 points	5th	-	8 points
2nd	-	12 points	6th	-	7 points
3rd	-	10 points	7th	-	6 points
4th	-	9 points	8th	-	5 points, etc.

- 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.
- Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring the Championship. The onus rests on the organisers to indicate which competitors should not be scored, should this clause apply.
- 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

There will be a minimum of 6 events and a maximum of 8 events, each event will generally consist of 3 races and a final.

14. NUMBER OF RACES SCORING TOWARDS CHAMPIONSHIP

- All qualifying events will score towards the Championship.



- b) In the event of any class or classes not qualifying with the minimum number of events then such class will no longer be eligible for Regional Championship status.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

16. SEPARATION OF TIES OVERALL

Refer GCR229.

17. DECLARATION OF CHAMPIONS

The Motorsport South Africa Western Cape Regional 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 CHD Committee on behalf of the Controllers. Competition number must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA in ALL regards.



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;
- 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.



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.



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.



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.



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.
- 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.

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.

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.



APPENDIX C - STOCK ROD CLASS

INTRODUCTION

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

The Stock Rod class is an entry level class 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.
- 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.
- 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.
- 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.

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.

APPROVED BY: Western Cape Regional Committee on 04th October 2017.