

2018 HRCA CHAMPIONSHIP TECHNICAL REGULATIONS

1. CLASSES OF PERMITTED CARS

(**Class** A) Standard production saloons, sports and GT cars manufactured before 31/12/1974

(**Class** B) Sports racing cars and specials, modified sports, GT and saloon cars manufactured before 31/12/1979

(**Class** C) Standard production saloons, sports, GT cars and historic rally cars manufactured before 31/12/1979

(**Class** D) Continuation cars with HTTP papers and kit cars manufactured before 31/12/1979

(**Class** E) Pre war and pre '55 cars as per their individual Technical Regulations within the HRCA

(**Class** F) Invitation cars running on E rated tyres in the spirit of Historic Racing as agreed with the Eligibility Scrutineer and the Class Principal. These cars do not score championship points.

(**Class** G) Rear wheel drive standard production saloons, sports, GT cars and historic rally cars manufactured before 31/12/1983 in the spirit of Historic Racing by agreement with the Class Principal and Eligibility Scrutineer, to compete for the Race, Hillclimb and Glen of the Downs Championships.

To include cars such as those that follow on the list below. All late model MGB and MG Midget's, MG Metro, Davrian MK8, TMC Costin, Rover SD1, BMW 3 Series, Ford escort Mark 2, Ford Capri 3 ltr, Morgan +8, Porsche 911 Turbo (type 937), 911SC, 924, 928, 944, , Triumph TR8, Toyota Celica, Talbot Sunbeam Lotus, and others to be agreed with the Class Principal and Eligibility Scrutineer.

No front wheel drive (unless named). No four wheel drive. No turbo charging unless standard in period.

2. TYRES

The use of **racing** slick tyres or cut **racing** slick tyres is not permitted.

Only E rated threaded road or threaded track day tyres from the MI Tyre lists 1a-1c are allowed and must have a thread depth of 1.6 mm post-race.

The FIA Homologated Historic tyres, Dunlop CR65, Avon Historic wet tyre and **Avon Historic All Weather tyres** may be used.

3. INTERIOR

Interior must be as per appendix 2 in MI Yearbook.

No radio communication devices are permitted on cars during practice or racing. No data logging systems are permitted during practice or racing.

4. BODYWORK

4.1 Permitted cars section (A)

It is permitted to replace the front wings, bonnet and boot lid with panels of a non standard period material. Front and rear bumpers may be removed. The original production designed monocoque must be retained.

4.2 Permitted cars section (B)

The original floor plan of the production car must be retained.

4.3 Permitted cars sections (A,B,C and D)

Lights front and rear must be retained in the original position on all cars.

5. ENGINE MOUNTINGS

The material of the elastic part of the engine mount and transmission mounting is free, but not the number of mountings. You may not alter the position of the mounting or its pick up points on the engine or chassis.

6. ENGINE

The engine block and cylinder heads must be of the original make, type, trademark, design and material and date from the same period. It should have the same number of cylinders and camshafts and be driven by the original method. Internals can be modified without restriction.

7. FUEL SYSTEMS

Fuel systems are free, except that injection systems are not permitted unless fitted in period.

8. IGNITION

Electronic ignition is permitted. The distributor is free provided it retains its original drive and location. Limiters are permitted.

9. COOLING SYSTEM

The radiator/oil or water is free but must remain in the original position. It is permitted to replace the original cooling fan with an electric cooling fan and the switching mechanism is free. An additional cooling radiator is allowed provided it does not protrude beyond the bodywork.

10. EXHAUST SYSTEM

The exhaust system is free but must not pass through the bodywork. The exhaust must exit at the side or rear of the car beyond the periphery of the car. Noise levels are as per NI Yearbook 105DB MAX.

11. GEARBOX

Gearbox is free provided there are no more than five forward gears. All modifications carried out must be of the period, with the exception of Ford (rocket, bullet, t9 and t5 Sierra) gearboxes which are permitted. No sequential gearboxes or derivatives thereof are permitted.

12. REAR AXLE

Final drive ratios are free and a limited slip differential may be fitted. Anti-tramp bars and Panhard rods may be fitted to rear axle castings. The original axle casting must be retained.

13. SUSPENSION

Period modifications only are allowed as well as the following:

- a) The ride height is free
- b) Antiroll bars may be fitted or removed
- c) Lever arm shock absorbers may be replaced with telescopic type
- d) Camber is free

14. BRAKES

Period modifications only permitted, but discs may replace drums on the grounds of safety with the Scrutineer's agreement.

The use of dual brake master cylinders are permitted and strongly advised.

15. WHEELS

It is permitted to use wheels 2 inches wider or 2 inches larger in diameter than a production model.

16. PRE WAR AND PRE 55 – SPECIFIC REGULATIONS

Permitted cars in Class E as defined in Clause 1 above will consist of the following period groups.

- (A) Veteran cars built before 01/01/1905
- (B) Edwardian Cars built between 01/01/1905 and 31/12/1918
- (C) Vintage cars built between 01/01/1919 and 31/12/1930
- (D) Post Vintage Thoroughbred Built between 01/01/1931 and 31/12/1936
- (E) Cars built between 01/01/1937 and 31/12/1955

16.1 Cars of periods (A) to (D) are exempt from the requirement of having a minimum distance between the top of the seat and the top of the adjacent body side of 152.5 mm, or of having all seats facing forward. Seats may also tilt, hinge or fold.

16.2 Cars of periods A to E are exempt from the requirement of having the exhaust terminating behind the mid-point of the wheel base. Subject to circuit/venue owner's requirements, all cars will be subject to noise testing. The test shall be carried out with engines run at two-thirds maximum RPM.

16.3 Cars of periods (A) to (D) are exempt from the requirement to have a protected oil tank when it is situated outside the main chassis and may have the oil tank to the rear of the gearbox casing.

16.4 Cars of period (A) and (B) need not be fitted with sprung suspension if originally built without.

16.5 When racing, cars built after 1930 must have brakes on all four wheels. When racing, cars introduced prior to 31/12/54, are not required to have 25% minimum braking effort applied to each.

16.6 Cars of periods (A) to (D) are exempt from the requirement to have steel wheel nuts of a minimum length.

16.7 When racing remoulded or re-threaded tyres may only be used on cars built prior to 1940.

16.8 In races, sprints and hill climbs, open cars of periods (A) to (E), are strongly recommended to have an external circuit breaker switch.

When a circuit breaker is mounted on cars of periods (A) to (E), the mounting point may be approximately vertically below the line of the scuttle on the driver's side. Cars of periods (A) to (E) may have the ignition components located in the cockpit.

16.9 When racing, cars are exempt from the requirement to fit a safety rollover bar unless it was required by the original Formula Regulations. For speed events, cars of period (A) to (E) are exempt from the requirement to have a rollover bar. Cars of periods (A) to (E) are exempt from fitting a safety harness.

17. SAFETY REGULATIONS

All cars must comply with the Motorsport Ireland Appendix 2 regulations regarding safety regulations.

**If it does not say in these regulations that you can do it
THEN YOU CANNOT**

18. MODIFICATIONS

All modifications of any kind to competing cars or any of their component parts must be of the period and materials used in that period.

In cases of period modifications, the onus of proving a modification as being period rests with the competitor who must submit documentary evidence.

Superchargers and turbo chargers are specifically banned under these regulations as add on modifications.

19. SCRUTINY/ELIGIBILITY

Competing cars may be sealed and/or checked by the Eligibility Scrutineer at any time or place convenient to him in order to ensure compliance with these technical Regulations at the expense of the competitor concerned. Eligibility scrutineering may take place pre-season, during the season or post season depending on the Scrutineer. Eligibility will be governed in accordance with MI Regulations. Penalty for an ineligible car found at scrutineering is the removal of all points in all the HRCA Championships.

In the event of a dispute over eligibility the decision of the class Eligibility Scrutineer as to what constitutes an eligible part or car shall final.

All cars must be presented at scrutiny in a clean and tidy condition, with presentable body and paint work, ready to compete. Championship sponsors Decals and logos must be fitted to all cars in the designated position for same. Any car deemed not to be sufficiently well presented and judged by the Scrutineer to be such as to bring the HRCA into disrepute can be deemed ineligible to compete.

20. REGULATIONS APPLICATION STATEMENT

In the spirit of the HRCA and the promotion of historic racing, the above Regulations will be applied by the class Eligibility Scrutineer at his absolute discretion.

Certain deviations from the above Regulations may be permitted as long as they do not create an unfair performance advantage. The class Eligibility Scrutineer will determine on the matter of "unfair advantage".