

2011 HRCA Championship Technical Regulations

1. PERMITTED CARS

Class 1

- (A) Standard production saloons, sports and GT cars manufactured before 31/12/74
- (B) Pre 1974's sports racing cars and specials (as raced with the technology of the time) with the exception of radial tyres.
- (C) Historic Rallycars manufactured before 31/12/74.

Class 2

- (D) Standard production saloons, sports and GT cars manufactured between 01/01/75 & 31/12/79
- (E) Historic Rallycars manufactured before 01/01/75 & 31/12/79.
- (F) Modsports & Kitcars manufactured & raced before 31/12/79 (as raced with technology of the time)

Class 3

FIA Historic Technical Passport (HTP) cars built not later than 31-12-79 and are not eligible for classes 1 or 2 above

Class 4

'Pre '55 cars'

- (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 cars built between 01/01/1931 and 31/12/1936
- (E) Cars built between 01/01/1937 and 31/12/1955.

2. MODIFICATIONS

All modifications of any kind to competing cars or any or their component parts which are not specifically allowed by these Technical Regulations are expressly forbidden.

If it does not say in these regulations that you can do it

THEN YOU CANNOT

3. 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 strict 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 except for class 4 cars which are subject to MSA regulations. Penalty for an in-eligible car found at scrutineering is the removal of all points in all the HRCA Championships.

4. Cars in all classes may be permitted to compete providing that documentary evidence is submitted to the class eligibility scrutineer to show that the specific model was manufactured within the specified period. This will include sales brochures, owner's handbooks, technical documentation supplied by the manufacturer and any such other information from reliable and/or authenticated sources as may be available.

5. 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 as add on modifications.

2011 HRCA Championship Technical Regulations

6. 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 be final.
7. All Cars must be presented at scrutiny in a clean and tidy condition, with presentable body and paint work, ready to compete. 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.

8. INTERIOR

Class 1 & 2

- (A) The passenger seats, heater and carpets may be removed. The steering wheel and driver's seat are free and seat supports may be changed or modified.
- (B) Additional instruments may be freely installed provided that their fitting is not likely to create any danger.
- (C) No radio communication devices are permitted on cars during practice or racing. No data logging systems are permitted during practice or racing.

Class 4

- (A) 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 152.5mm, or of having all seats facing forward. Seats may also tilt, hinge or fold. [E12.3.1].
- (B) In sprints and hillclimbs, period defined vehicles are exempt from the requirement for the driver to sit on the same side as in the original car [L10.11.2].

9. BODYWORK

Class 1 & 2

It is permitted to replace the wings, bonnet and boot lid with panels of a non standard period material. Front and rear bumpers may be removed.

Class 1

The original production designed monocoque must be retained. Lights front and rear must be retained in there original designed position.

Class 2

The original floorpan of the production car must be retained. Lights front and rear must be retained in there original designed position.

Class 3

Cars of periods A to D, and rear-engined racing cars, need not have a bonnet or casing surrounding the main engine structure. [E.12.2.2]

Cars of periods A to D are exempt from the requirement of having a cockpit minimum opening of 81cm. [E12.2.6]

2011 HRCA Championship Technical Regulations

Cars of periods A to D are exempt from the requirement of having all wheels protected by mudguards, provided that when used on public highway, the car conforms with the Road Traffic Act. [E12.2.7]

Cars of periods A to E are exempt from the requirement to fit a flameproof bulk-head between fuel tank and filler, and the driver/passenger compartment. [J20.1.1]

Cars of periods A to E are exempt from the requirement to fit a substantial towing eye painted in contrasting bright colours. [J20.1.3]

Racing cars, and all cars of periods A to C, are exempt from having headlights [E12.14.4]

10. ENGINE MOUNTINGS

Class 1

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 pickup points on the engine or the chassis.

Class 2

Engine mounting points and positions are free.

11. Engine (Class 1 & 2)

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

12. MANIFOLDS (Class 1 & 2)

Inlet and exhaust manifolds are free.

13. FUEL SYSTEMS (Class 1 & 2)

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

14. IGNITION (Classes 1 & 2)

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

15. CLUTCH (Class 1 & 2)

It is permitted to replace the original disc and pressure plate with a competition clutch disc and pressure plate.

16. COOLING SYSTEM (Class 1 & 2)

The radiator is free but must remain in its original position. It is permitted to replace the original cooling fan with an electrical cooling fan, the switching mechanism is free. An additional cooling radiator is allowed provided it does not protrude beyond the bodywork.

17. EXHAUST SYSTEM

Class 1 & 2

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 bodywork.

2011 HRCA Championship Technical Regulations

Class 4

Cars of periods A to E are exempt from the requirement of having the exhaust terminating behind the mid point of the wheelbase [E12.16.6]

Subject to circuit/venue owners requirements, all cars of periods A to D and all racing cars and other single seaters of period E, are exempt from the requirement to fit silencers [E12.17.3]

For cars of periods A to D, when noise testing is mandatory, the test shall be carried out with the engine run at two thirds maximum RPM [E12.17.8]

18. OIL COOLER

Class 1 & 2

It is permitted to fit an oil cooler only within the periphery of the bodywork which may not be altered or modified unduly.

Class 4

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. [J20.9.1].

19. GEARBOX

Class 1 & 2

Gearbox is free provided no more than 5 forward gears are fitted or 4 forward gears and overdrive. No sequential gearboxes are permitted.

20. REAR AXLE

Class 1 & 2

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 casings. The original axle casing must be retained.

21. SUSPENSION

Class 1 & 2

Period modifications only are allowed as well as the following.

- (A) The ride height is free.
- (B) Front anti roll bar may be fitted
- (C) Lever arm shock absorbers may be replaced with telescopic types.
- (D) Front wheel camber is free.
- (E) In the case of Class 2 suspension is free.

Class 4

Cars of period A and B need not be fitted with sprung suspension if originally built without. [E12.5.1]

22. BRAKES

Class 1 & 2

Period modifications only.

Discs may replace drums on the grounds of safety with the scrutineer's agreement.

Class 4

When racing, cars built after 1930 must have brakes on all four wheels [J20.5a] When racing, cars introduced prior to 31/12/54, are not required to have 25% minimum braking effort applied to each axle [J20.5c].

2011 HRCA Championship Technical Regulations

23. **WHEELS**

Class 1 & 2

Only period style wheels (alloy or steel) are permitted. Competitors must compete throughout the season with the same diameter wheels. It is not permitted to change wheel diameters during the season.

For class 1 & 2 the wheels must be covered by the car's bodywork. Wheel width or diameter must not vary from the original by more than 2".

Class 4

Cars of periods A to D are exempt from the requirement to have steel wheel nuts of a minimum length. [J20.7.2]

24. **TYRES**

Class 1

Standard production road tyres only may be used. All tyres must be 'E' Rated and have a tread depth of 1.6mm minimum across the tyre post race. Dunlop CR65 tyres may be used for cars in this class.

Class 2

Standard production road tyres only may be used. All tyres must be 'E' Rated and have a tread depth of 1.6mm minimum across the tyre post race.

Class 4

When racing, remoulded or retreaded tyres may only be used on cars built prior to 1940 [J20.8].

25. **SAFETY**

Class 1 & 2

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

Class 4

In races, sprints and hillclimbs, open cars of periods A to E, are strongly recommended to have an external circuit breaker switch [J20.11.1][L10.8.3]

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. [Q8].

Cars of periods A to E may have ignition components located in the cockpit [J20.11.2]. When racing, cars are exempt from the requirement [J20.14.1] to fit a safety rollover bar unless:

a) It was required by the original Formula Regulations. For speed events cars of periods A to E are exempt from the requirement to have a roll over bar [L10.11.1]

Cars of periods A to E are exempt from fitting a safety harness [J20.14.2]