

NON-ORIGINAL PARTS ACCEPTED UNDER THE PROVISION OF (R)49.6.4

Introduction

The attention of participants wishing to use non-original parts is drawn to the following:

(R)49. The MSA has created the Regulations in (R)49 so that Historic Cars may be used for competitions under a set of rules that preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology. Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history. Historic Motor Sport enables the active celebration of the History of the Motor Car.

(R)49.6.4. Exceptionally, the MSA may grant a dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage in either performance or reliability. The MSA will give consideration to written requests from Competitors who are unable to source vital components.

(R)49.6.5. Competitors will be notified by a bulletin in Motorsports Now! of any part subject to dispensation and a full list of dispensations will be published annually.

Competitors are advised that in order to meet these requirements, where use of a non-original part is allowed, that part may not be modified beyond the scope of the modification carried out to the original part in period.

NOTE!

The dispensation for the use of non-original parts as detailed below is valid only for vehicles that are competing in accordance with Motorsport UK National competition. The use of such parts in other events such as FIA International completion is not necessarily permitted. Reference should be made to the appropriate FIA Regulations.

Permitted parts and modifications listed in FIA Appendix K, Appendix VII are approved per (R)49.6.4.

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Non-Original Parts that may be fitted to any vehicle participating within (R)49.1 - 49.11.4

- a) All window glass may be replaced by plastic/polycarbonate material subject to the requirements of (J)5.20.8.

Non-Original Parts that may be fitted to specific make and model of vehicle participating within (R)49.1 - 49.11.4

Alpine

Alpine Renault A110's registered before 31/12/1967

- 804 and 812 type engine blocks and cylinder heads may be replaced with the later 840 blocks and cylinder heads. The cubic capacity of the 840 engine must then be 1397cc, no more, no less. The car is then only eligible for (R)49.7.1 Class B3. The 840 engine cannot be sleeved down to enable the cars to compete in (H)49.7.1 Class B2.

BMC

Austin/Morris Cooper S

- All transverse 'A' series blocks are allowed.
- The 'A' Plus block is permitted. The 'A' Plus is identified by the strengthening webbing visible on the front of the block below the distributor mounting hole.
- The 12G940 casting cylinder head is permitted for use on Historic Category 1 (R)49.1 vehicles.

British Leyland

MG Metro

- Cars in Historic Category 4 (R)49.1.4, The use of 13" 65% aspect ratio tyres on unsealed surfaces and 13" 60% aspect ratio on asphalt surfaces is permitted.

Datsun / Nissan

240Z (FIA Homologation 3023)

- Cars in Historic Category 2 (R)49.1.2 may use a Rally Design brake caliper part no. RD3637 on the rear braking system in place of the homologated Sumitomo caliper

Ferrari

308 GTB Michelotto

- Cars in Historic Category 3 (R)49.1.3 may use a tyre of 50% aspect ratio on asphalt surfaces.

Ford

All Ford Escort

- The use of three piece halfshafts is permitted, the assembly comprising of a shaft, drive flange and centre securing nut.

Escort RS (FIA Homologation 650)

- Ford Escort RS in Historic Category 3 (R)49.1.3 may use a tyre of 60% aspect ratio on asphalt surfaces.

Ford Escort BDA/BDG Engines

- Reproduction alloy engine blocks and cylinder heads are allowed as long as they are entirely faithful in design, material and function to the original engine block and cylinder head. Only two bolt main bearing retainers/caps are allowed.

Ford Escort RS2000

- Cars in Historic Category 3 (R)49.1.3 may be equipped with bonnet and boot lids of glass reinforced plastic subject to these being at least of the same weight as the original steel parts and being a faithful replica of the original part. The non-original boot lid may incorporate the boot spoiler subject to that being a faithful replica of the original boot spoiler part.
- Cars in Historic Category 3 (R)49.1.3 may be equipped with a rear suspension shock absorber "turret kit" of any height and 4/5 long link suspension.

Ford Lotus Cortina Mk1 and Mk 2

- Lotus Twin Cam Engine blocks – all engine blocks up to and including type 701M may be used. The 711M engine block is not allowed. If the casting numbers are not visible on the R/H flywheel end then the block height should be measured. The 701M block is 201mm and the 711M block is 212mm.
- The use of three piece halfshafts is permitted, the assembly comprising of a shaft, drive flange and centre securing nut.

Ford Pinto Engines

- Ford Pinto engine cylinder heads: Use of the later fuel injected cylinder head is permitted for carburettor cars subject to the top of the inlet port at the manifold face not being less than 33mm from the rocker cover gasket face. Material may be added to the cylinder head casting in the area of the injection “eyebrow” by welding or otherwise to achieve this dimension. Where a cylinder head has been modified such that this criteria is not met, then a metallic spacer plate of at least 3mm thickness with maximum of 38mm diameter apertures is to be interposed between the inlet manifold and the cylinder and fixed so as to comply with the 33mm dimension stipulated above.
- The Warrior replica replacement of the Holbay cylinder head is permitted.

Ford Anglia 105e

- The use of two piece half shafts is permitted.

MG

MG Midget/Austin Healey Sprite

- The use of three piece half shafts is permitted, the assembly comprising of a shaft, drive flange and centre securing nut.
- A front damper top link kit, so as to provide an additional link on the opposite side of the lever arm shock absorber to the original lever arm, is permitted. The use of telescopic shock absorbers/dampers is not permitted.
- The later Morris Marina 1275cc engine block is permitted. The Morris Marina engine block is identified by the screw on filter that fits directly to the engine block above the distributor.
- The ‘A’ Plus block is permitted. The ‘A’ Plus is identified by the strengthening webbing visible on the block below the distributor mounting hole.

Porsche

Porsche 911 3 litre

- Cars in Historic Category 2 (R)49.1.2 may be equipped with the 3 litre Carrera RS/RSR front brake system. The brake callipers used on the 911 Turbo 3.3 litre are allowed as a replacement for the original period brake calliper.

Porsche 911 2.7 litre and Porsche 911 3.0 litre

- Cars in Historic Category 2 (R)49.1.2 that have been up rated to 3 litre or originally of 3 litre capacity may be equipped with period carburettor induction in place of the original fuel injection. Weber IDA and the equivalent model PMO carburettors are allowed, maintaining the original choke sizes.
- Cars in Historic Category 2 (R)49.1.2 may use a tyre of 60% aspect ratio.

Rootes Group

Hillman Avenger/Talbot Sunbeam

- The Ford Escort RS2000 4 speed gearbox with standard ratio gears is authorised as a direct replacement for the original 4 speed gearbox.
- The use of a Bosch replacement distributor in place of the original Lucas item is permitted.

Hillman Imp

- The use of 13" 65 profile Forest pattern tyres is permitted.

Toyota

Toyota Corolla & Celica

- Cars in Historic Category 3 (R)49.1.3 using the T50 Gearbox may use the Quaife Dog Engagement gear kit.
- Cars in Historic Category 3 (R)49.1.3 may use a tyre of 60% aspect ratio on asphalt surfaces.

Vauxhall / Opel

Vauxhall Magnum

- The Ford Escort RS2000 4 speed gearbox is authorised as a direct replacement for the original 4 speed gearbox as fitted to 1.8/2.3lt SOHC belt driven engines.

Vauxhall Nova 1300

- Cars in Historic Category 4 (R)49.1.4 may use the Vauxhall F13 gearbox in place of the F10 Gearbox, providing the F13 contains only four forward ratios, plus reverse.
- A Toyota Starlet rubber top mount may be used as a direct replacement for the original GM Dealer Sport heavy duty rubber top mount.

Vauxhall Chevette HS/HSR

- Cars in Historic Category 3 (R)49.1.3 may use the 2300 Single Cam cylinder head and ancillaries as an alternative to the 16v cylinder head. Providing the vehicle otherwise complies with FIA homologation number 649.
- Alternatively the Lotus 900 Series Twin Cam Cylinder Head may be used. Providing the vehicle otherwise complies with FIA homologation number 649.

Opel Kadett C GT/E

- Cars in Historic Category 3 (R)49.1.3 may use a tyre of 60% aspect ratio on asphalt surfaces.