
GUIDELINES FOR CLASS 2 VEHICLES

The purpose of this Technical Information Sheet is to provide guidelines for those competitors who use or are considering using a pre-1941 vehicle in classic trials, both the one day events organised by member clubs of ACTC, and the closed-to-club MCC events. These events are run to RAC "Blue Book" Regulations Section J and the MCC SSR's as appropriate. These guidelines are not the same as those operated by the VSCC and competitors should bear in mind the fact that conformance with VSCC regulations does not automatically assure conformance with ACTC/MCC Regulations. The official wording for this class in the regulations is Production Cars manufactured before 1941. These guidelines therefore try to identify what is and is not acceptable on cars manufactured in an era where the word production was not as clearly defined as it is now. It also tries to take account of the compromises that have to be made to make these vehicles suitable for use in modern traffic conditions and the stresses placed on 60 year old, and therefore not readily replaceable, components in current competition. These guidelines are not a replacement for the Blue Book, they are intended to be a supplement to those rules with the intention of clarifying the spirit of the rules. They are guidelines, rather than regulations, but organisers will probably implement them rigidly if they feel that competitors have failed to adopt the spirit behind them:

1 ENGINES

1.1 Engines must be of the same manufacturer as the original vehicle and of period origin. They must be fundamentally of the same configuration and capacity as the original. 6 cylinder engines may not be fitted in 4 cylinder chassis, post war engines may not be fitted to pre war cars.

1.2 MSA Regulation J69 states that "The position of the engine mountings in the chassis may not be altered". A fairly liberal interpretation of this will be taken, provided that the engine remains in the same place as the unit it is replacing and that the change of engine is not used as an excuse to reposition the engine further back in the chassis.

1.3 Engine internals are free, but the cylinder block must be of an original pattern.

1.4 Mechanical rev limiters are acceptable.

1.5 Post War Superchargers are acceptable provided they are of pre war style and technology, Examples of this include Shorrock, Arnott, and Wade but not Sprintex. A full list of acceptable makes will be drawn up and competitors are invited to make applications for additions to this list.

1.6 Toothed drive belts are not acceptable.

2 ELECTRICAL EQUIPMENT

2.1 Alternators are not acceptable, but the use of a modern dynamo is. Competitors are positively encouraged to upgrade their electrical systems to ensure that the system is capable of producing sufficient current to run the vehicle all night in safety whatever the weather. Any upgraded dynamo may be fitted in addition to the original. Modern-looking control boxes should be unobtrusive.

2.2 Modern electric fuel pumps are permitted. Electronic (i.e, solid state) pumps are not.

2.3 Electronic ignition and engine management systems, including electronic rev limiters, are not acceptable.

3 CHASSIS AND SUSPENSION

3.1 Shortened chassis are not encouraged, despite MSA Regulation J62. This regulation exists to allow vehicles which have had their chassis shortened in the past to continue to compete. Shortened chassis vehicles will not be accepted automatically, but may be required to show that such work was done some time ago, and that the vehicle has a history of competition in that form. Individual owners are invited to seek approval for their vehicles.

3.2 Telescopic shock absorbers are not approved, unless originally fitted by the manufacturer.

4 BRAKING SYSTEMS

4.1 Hydraulic braking systems are acceptable provided the brake drums themselves remain of original appearance.

4.2 Master cylinders and reservoirs should be unobtrusive, reservoirs should not be made of plastic.

5 BODYWORK

5.1 MSA Regulation **J66** states that "...a change of bodywork is permitted providing it is in keeping with the period," This is not intended as permitting the construction of "specials", but to reflect the fact that manufacturers of the period offered their wares in rolling chassis form onto which a commercial coachbuilder, or even a private individual, might add a body of choice, Therefore a change of bodywork is permitted provided it is of a pattern and mode of construction as one offered by the manufacturer, or other manufacturer of the period, on that chassis, It is expected that bodies will reflect both the construction styles and fashion of the period.

5.2 The use of materials not applied commercially at the time, such as GRP, is prohibited.

5.3 Replicas of specific models are acceptable, as is bodywork "in the style of" particular models. Builders of "One-Offs" may be asked to justify the visual style of their designs by reference to period literature.

5.4 Post war cars listed as eligible for Class 2 must enter in production form, These vehicles are not entitled to the flexibility given in Guideline 5.1 above except for the use of cycle wings.

6 TYRES

6.1 MSA Regulation **J77** states "the rolling radius to remain as original on vehicles". This will be checked measuring the maximum height of the wheel from the ground in the form that the car is presented for scrutineering, and with the tyres at normal road pressure. The required measurement will be calculated from the nominal diameter of the manufacturer's original recommended wheel and tyre combination as published in "The Motor Car Index" (See Appendix below). Nominal diameter can be calculated by adding twice the tyre section to the wheel diameter. A 1½ inch tolerance will be allowed on this calculation to allow for discrepancies between stated and actual tyre sections. For example, a 4.50x19 tyre has a nominal diameter of $(4.50 \times 2) + 19 = 28$ inches, plus a 1½ inch tolerance gives a maximum of 29½ inches.

6.2 Within the limits required above, wheel diameters may be reduced and larger size tyres fitted to the maxima specified in MSA Regulation **J77**.

6.3 Dual size rated tyres will be accepted as size most beneficial to the competitor except that where the higher rating exceeds the criteria specified in MSA Regulation **J77**, are not acceptable.

7 GENERAL

7.1 Genuinely historic trials cars will be allowed, provided that they are running in the form in which they were built, and have a demonstrable Pre-War competition history. Replicas of such examples will also be accepted, provided they are exactly that, and not an evolution of the original concept. Such replicas will only be accepted on individual application.

7.2 Vehicles modified beyond the spirit of these guidelines will normally be placed in Class 7. The MCC has a scheme for individual reclassification and may grant certificates entitling competitors to run in a more appropriate class if they do not wish to revert to an acceptable specification. ACTC trials may recognise these certificates with suitable wording in their supplementary regulations subject to entrants using the scheme fairly and submitting a copy of their certificate with their entry form.

APPENDIX

"The Motor Car Index" is a volume published annually by the Automobile Association. A version providing data on cars up to 1939 was reprinted by Foulis in the 1950s. Libraries at both Beaulieu and Gaydon have reference copies.

Some typical maximum tyre sizes from the above:

Wolesley Hornet	4.75x18	Austin 7	4.00x19
MG Midget J&P	4.00x19	MG Midget T	4.50x19
Morgan 4/4	4.50x17	Chrysler 66	5.50x18