

HISTORIC RACING CAR ASSOCIATION



2026
SPORTING & TECHNICAL
REGULATIONS
Approved 10th November 2025

SPORTING REGULATIONS

1. THE CHAMPIONSHIPS

1.1 Introduction

The Championships shall run in accordance with the (General Competition Rules ("GCRs") of Motorsport Ireland ("MI"), the International Sporting Code of

the Fédération Internationale de l'Automobile ("FIA") and these Sporting Regulations. The Historic Racing Car Association ("HRCA") Technical Regulations shall constitute the supplementary regulations.

1.2 Promotion

The HRCA and its sponsors shall promote a series of championship and non-championship events in conjunction with MI affiliated clubs over the season incorporating events chosen from the hillclimb and racing calendars.

1.3 Eligibility

The MI/HRCA Championships are open to competitors

1. who are members of the HRCA;
2. who have registered for HRCA competition; and
3. whose cars comply with the published HRCA Technical Regulations.

The Race Committee shall publish annually on the MI website the current Sporting and Technical Regulations for all approved Championship Classes.

1.4 Sponsorship

The HRCA may secure sponsorships ("championship sponsors"). All competitors must display championship sponsors' decals as provided to them on their car, or they may be excluded from the event results. Competitors may secure their own sponsorships separately ("personal sponsors"). Personal sponsor's decals may be displayed on cars but must not be larger than the championship sponsor's decals.

1.5 Championship participation

Competitors who participate in the Impact Ireland (Metals) Limited Scratch Championship shall not be entitled to compete in any other Championship or Challenge.

- 1.6 Notwithstanding Clause 1.5, competitors with cars which are eligible to compete in the George Mangan Trophy according to Clause 2.2 but who instead wish to compete in the Impact Ireland (Metals) Limited Scratch Championship shall notify the Class Co-ordinator in writing prior to the first event in which the competitor intends to participate.

2. THE GEORGE MANGAN TROPHY

- 2.1 Cars competing in the George Mangan Trophy will be eligible cars produced on or before 31st December 1983.
- 2.2 To be eligible to score points in the George Mangan Trophy cars must comply with the definition of permitted car categories (A), (B), (C), (D), (E) and (G) in the HRCA Technical Regulations.

- 2.3 All HRCA members in eligible cars can compete for the George Mangan Trophy, which shall be based on a combination of races run at accredited circuits and rounds of the MI Hillclimb Championship.
- 2.4 The George Mangan Trophy is a combination hillclimb and race championship.
- 2.5 The number of counting rounds is as per the HRCA racing calendar with the number of dropped scores being stated on the programme for each year.
- 2.6 All hillclimbs shall be run on a handicap basis. Handicaps shall be allocated on the basis of the HRCA handicap system.
- 2.7 Points for races counting towards the George Mangan Trophy shall be scored depending on the finishing time for each car and competitor combination adjusted according to a rolling handicap formula based on adjusting the finishing time for each competitor to calculate a "handicapped" race time which shall determine the finishing position in the race classification and points provision for the purposes of the George Mangan Trophy.

The basis for calculating the handicap to be applied at each race shall be as follows:

Handicap application

- An individual handicap is calculated after the previous race event (or race event from the prior season) for each car and competitor combination;
- The actual race time of each car and competitor combination is multiplied by the individual handicap to produce an adjusted race time;
- The same calculation is used for race one and race two in each race event and is only applied to classified finishers.

Methodology for deficit in laps

- Where a car and competitor combination is a classified finisher in a race but completes a lesser number of laps than the first placed finisher, the following procedure applies:
 - The actual race time of the car and competitor combination is divided by the number of laps completed in order to obtain an average lap time for a single lap;
 - This average lap time is multiplied by the number of deficit laps compared to the first placed finisher to give an additional notional race time;
 - The additional notional race time is added to the actual race time to provide a total race time and the individual handicap is applied to this total race time.

Calculating a new handicap

- After each race event, a new handicap is calculated for each car and competitor combination based on the classified results for that race event, as follows:
 - For race one, the fastest overall lap time achieved in the race is divided by the fastest lap time achieved by each car and competitor combination that is a classified finisher. This produces a race one decimal numeral for each car and competitor combination;
 - For race two, the same calculation as race one is used to produce a race two decimal numeral for each car and competitor combination;
 - The average of (a) the handicap calculated after the previous event, (b) the race one decimal numeral and (c) the race two decimal numeral is calculated in order to establish a new individual handicap for each car and competitor combination to be applied at the next race event.

New or change in car and competitor combination

- A new car and competitor combination or a change to an existing car and competitor combination shall have a handicap applied based on the median of all handicaps calculated after the previous race event.

Handicaps for all events should be published at least one hour before the event and available to all competitors in that event.

- 2.8 The winner of the George Mangan Trophy in any year shall not be eligible to receive an annual award in any other Championship or Challenge in that year.

3. THE IMPACT IRELAND (METALS) LIMITED SCRATCH CHAMPIONSHIP

- 3.1 The Impact Ireland (Metals) Limited Scratch Championship shall be competed for by competitors with cars which comply with the definition of permitted car categories (A), (B), (C), (D), (F) and (G) in the HRCA Technical Regulations.
- 3.2 Races in the Impact Ireland (Metals) Limited Scratch Championship shall be run on a scratch basis for the Glen of the Downs Trophy.
- 3.3 The number of counting rounds shall be detailed in the HRCA racing calendar of each year with two dropped scores.

4. THE HERITAGE PLATE

- 4.1 The Heritage Plate shall be competed for by category (A) eligible cars.

- 4.2 The results of the Heritage Plate and the calculations of prizes for it shall be calculated from a selected combination of events that take place through the year.
- 4.3 The selected events shall be published to all registered competitors in advance of the first championship round.

5. RACE CHAMPIONSHIP

- 5.1 The Race Championship shall be competed for by eligible cars produced on or before 31st December 1983.
- 5.2 Cars competing for the Race Championship must fall within categories (A), (B), (C), (D) and (G) as defined in the HRCA Technical Regulations to be eligible.
- 5.3 The Race Championship shall constitute every race event on the HRCA calendar of a given year, with two dropped scores.
- 5.4 The Race Championship shall be run on a handicap basis for the Frank Cassidy Perpetual Trophy.

6. HILLCLIMB CHAMPIONSHIP

- 6.1 The Hillclimb Championship shall be competed for by eligible cars produced on or before 31st December 1983.
- 6.2 Cars competing for the Hillclimb Championship must fall within categories (A), (B), (C), (D) and (G) as defined in the HRCA Technical Regulations to be eligible.
- 6.3 The Hillclimb Championship shall constitute every hillclimb event on the HRCA calendar of a given year, with two dropped scores.
- 6.4 The Hillclimb Championship shall be run on the HRCA handicap system for the Kathleen Cassidy Perpetual Cup.

7. THE DICKIE BARRETT MEMORIAL CHALLENGE

- 7.1 Cars competing in the Dickie Barrett Memorial Challenge must comply with the definition of permitted car categories (A) and (C) in the HRCA Technical Regulations.
- 7.2 The number of counting rounds will be detailed in the HRCA racing calendar of each year with no dropped scores.
- 7.3 Races in the Dickie Barrett Memorial Challenge will be run on a scratch basis.

8. MG CHALLENGE

- 8.1 The MG Challenge shall be competed for by cars which fall within categories (A), and (C) according to the Technical Regulations and were produced by the M.G. Car Company, or any variants or copies or re-brandings thereof.
- 8.2 The MG Challenge shall constitute every race and hillclimb event on the HRCA calendar of a given year, with two dropped scores.
- 8.3 The MG Challenge shall be run on a handicap basis for the Joe Flynn Memorial Trophy.

9. PRE WAR AND PRE 1955 CHALLENGES

- 9.1 In the Pre-War and Pre-1955 Challenges competitors compete for the David Dunn Trophy and IVVC Sports Section Cup.
- 9.2 No car/driver can be awarded both the Pre-War and the Pre-1955 challenge awards. If a driver has won both then they shall be presented with the IVVC Sports Section Cup (the pre-eminent trophy) and shall forgo receipt of the other award.
- 9.3 Handicaps for the Pre-War and Pre-1955 Challenges shall be calculated in accordance with the second paragraph of Clause 2.7.
- 9.4 Points shall be awarded on a double points basis for all races.
- 9.5 Where a race event includes HRCA historic races and HRCA Pre-War/Pre-1955 races and scores for the George Mangan Trophy can be awarded for both classes of racing on a handicap basis, a competitor competing in both classes of racing shall declare before racing commences whether the

competitor wishes to be awarded scores in the historic races or in the Pre-War/Pre-1955 races.

10. POINTS SCORING

- 10.1 Points scoring shall be in accordance with Appendix 15: 6.1.3. of the current yearbook.
- 10.2 Resolution of ties shall be addressed in accordance with Article 6.10 of Appendix 15 of the current yearbook.
- 10.3 The Class Championship Registrar shall be nominated by the Committee in each year.
- 10.4 The results for all challenges and championships will be published in draft form on the HRCA.ie website within seven days of any event where the HRCA has competed.

11. PRESENTATION

All cars must be presented in a condition that shall boost the reputation of the HRCA. The Class Co-ordinator may ask a competitor to improve the presentation of any car that is not in keeping with the spirit of the HRCA.

12. CONTACTS

- 12.1 Class Principal: William Fenton
- 12.2 Class Scrutineer: MI Panel
- 12.3 Eligibility Scrutineer: MI appointment

TECHNICAL REGULATIONS

1. PERMITTED CAR CATEGORIES

The categories of cars which may be entered are as follows:

- (A) Standard production saloons, sports and GT cars manufactured on or before 31st December 1974;
- (B) Sports racing cars and specials, modified sports, GT cars and saloon cars manufactured on or before 31st December 1979. Sports racing cars and specials shall have space across the width of the chassis to accommodate two seats;
- (C) Standard production saloons, sports, GT cars and historic rally cars manufactured on or before 31st December 1979;
- (D) Continuation cars with an FIA Historic Technical Passport (“HTP”) and kit cars manufactured on or before 31st December 1979;
- (E) Pre-war and Pre-1955 cars as per their individual Technical Regulations within the HRCA;
- (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 shall be permitted to compete in the Impact Ireland (Metals) Limited Scratch Championship for the Glen of the Downs Trophy;
- (G) Rear wheel drive standard production saloons and sports, GT cars and historic rally cars manufactured on or before 31st December 1983 in the spirit of historic racing by agreement with the Class Principal and the Eligibility Scrutineer, to compete for the George Mangan Trophy and for the Race, Hillclimb and Impact Ireland (Metals) Limited Scratch Championships.

Examples of cars that would fall under this category include:

- All late model MGB and MG Midgets
- MG Metro
- Davrian Mk8
- TMC Costin
- Rover SD1
- BMW 3 Series
- Ford Escort Mk2
- Ford Capri 3 litre
- 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 and no turbo charging unless standard.

2. TYRES

- 2.1 The use of racing slick tyres or cut slick tyres is not permitted.
- 2.2 Only standard production road tyres may be used. All tyres must be E rated road or treaded track day tyres from Lists 1A – 1C of the Motorsport UK Yearbook and have a thread depth of 1.6 mm postrace. The FIA Homologated Historic Dunlop CR65 tyres, Avon Historic wet tyres and Avon All-Weather tyres may be used.

3. INTERIOR

- 3.1 Interior must be as per Appendix 2 in MI Yearbook.
- 3.2 No radio communication devices are permitted on cars during practice or racing.
- 3.3 No data logging systems are permitted during practice or racing.

4. BODYWORK

- 4.1 On category (A) cars, 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 designed monocoque must be retained.
- 4.2 On category (B) cars, the original floor plan of the production car must be retained.
- 4.3 On category (A), (B), (C), (D) and (G) cars, front and rear lights must be retained in the original position.
- 4.4 The wheel base of the vehicle must be unchanged from the original production model.

5. ENGINE MOUNTINGS

The material of the elastic part of the engine mount and transmission mounting are free, but not the number of mountings. You may not alter the position of the mounting or its pickup 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 may be modified freely, except that injection systems are not permitted unless they were 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 SYSTEMS

Changing the position of the radiator from that of the original production model beyond a tolerance of two inches is prohibited. However, the radiator fan and the switching mechanisms are otherwise free.

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. The maximum accepted noise levels are as per MI Yearbook, which is as of the time of coming into effect of these regulations is 105 decibels.

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 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 the rear axle castings. The original axle casting must be retained.

13. SUSPENSION

Period modifications only are allowed as well as the following:

- The ride height is free
- Anti-roll bars may be fitted or removed
- Lever arm shock absorbers may be replaced with telescopic type
- Camber is free

14. BRAKES

Period modifications only permitted, but discs may replace drums on the grounds of safety with the Eligibility 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 and 2 inches larger in diameter than a production model.

16. PRE WAR AND PRE '55 – SPECIFIC REGULATIONS

- 16.1 Permitted cars in Category (E) as defined in Clause 1 above shall 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 31/12/1954
- 16.2 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 having all seats facing forward. Seats may also tilt, hinge or fold.
- 16.3 Cars of periods (a) to (e) are exempt from the requirement of having the exhaust terminating behind the midpoint of the wheel base. Subject to circuit/venue owner's requirements, all cars shall be subject to noise testing. The tests shall be carried out with the engines run at two-thirds maximum rpm.
- 16.4 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.
- 16.5 Cars of period (a) and (b) need not be fitted with sprung suspension if originally built without it.
- 16.6 When racing, cars built after 1930 must have brakes on all four wheels. When racing, cars introduced prior to 31/12/1934, are not required to have 25% minimum braking effort applied to each.

- 16.7 Cars of period (a) to (d) are exempt from the requirement to have steel wheel nuts of a minimum length.
- 16.8 When racing, remoulded or re-treaded tyres may only be used on cars built prior to 1940.
- 16.9 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.
- 16.10 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 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 turbochargers may not be added to cars unless fitted in period.

19. SCRUTINY/ELIGIBILITY

Competing cars may be sealed 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 shall be governed in accordance with HRCA Technical 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 be final.

All cars must be presented at scrutiny in a clean and tidy condition, with presentable body and paint work, ready to compete. Championship sponsor decals and logos must be fitted to all cars in the designated position for the same. Any car deemed not to be sufficiently well presented and judged by the Class Co-ordinator 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 promotion of historic racing, the above Regulations shall be applied by the Eligibility Scrutineer at their absolute discretion.

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

Signed:



William Fenton (Chairman)

Date: 25/2/2026



Edmund Cassidy (Vice Chairman)

Date: 25/2/2026



Liam Ruth (Class Co-ordinator)

Date: 25/2/2026



Billy Crosbie (Sporting and Technical Regulations Officer)

Date: 25/2/2026



Eamonn Henry (Treasurer and Membership Officer)

Date: 25/2/2026