



Keeping the Spirit of Fifties Sports Car Racing Alive . . .

CAR SPECIFICATIONS

In order to allow as many genuine 50s cars as possible to join us we have established a base Specification of “how they left the factory”.

From this base we have abstracted six criteria, which we feel our cars should retain, some are in our opinion “sacrosanct”, and some are desirable where we are aiming to develop the regulations, but are currently not mandatory. They are listed below with side notes, which describe their importance.

1. Engine / Gearbox

Cars MUST use the original engine block that was attributed to that model of car. The Cylinder heads should be to original specifications, but alloy heads will be allowed, as long as they were available in period, or if the originals are not being remanufactured.

Gearbox internals are free, but must retain the original number of gears. Overdrives are permitted, but only if originally supplied by the manufacturer for that model.

2. Carburettors

The original type of carburettors would be required, but changes to size and or model may be allowable subject to discussion.

3. Brakes

Original types of brakes are what is wanted, however larger brakes of the same type or any braking system that was available in period from the manufacturer for that model, may be permitted.

4. Wheels

An additional 1” increase over the original manufacturer’s specified width will be permitted free, but original diameter would be a requirement.

5. Tyres

The preferred tyre is Dunlop Racing Vintage R 5. The Committee understand that a number of competitors do in fact compete with other Series that allow the Dunlop “L Section” tyre to be used. With this in mind, and to keep racing costs to a minimum, we are persuaded to allow a special dispensation for the Dunlop “L Section” tyre to be used for the 2017 Season with FISCAR. All Dunlop Racing tyres are to be in 204 compound.

For cars using 16” wheels only other PERIOD tyres may be considered on application.

6. Overall Weights

We have specified each model’s overall end of race weight, and we feel that this is one of our Series requirements. Cars will be weighed at race ends, and they will be required to come up to the “Specified” weight.

Some of the “relaxations” mentioned above, may require Modification Ballast to be carried, and this would increase the overall weight that the car should come to. This additional ballast would be agreed with the entrant, Team Captain and Committee prior to the start of the season, and will be done on a car-by-car basis.

The above Specification criteria will enable us to create a more “in period” race and a more level playing field for all our competitors and their cars. Prior to accepting any car for the Fifties Inter-Marque series (now registered with the MSA), a car Declaration Form will require to be completed and submitted to the FISCAR Eligibility Committee for their consideration and approval. This will be done in conjunction with the relevant Team Captains for that Marque, with further clarification, if required, back to the owner / entrant.



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CATEGORIZATIONS

In addition to the "Car Specification" requirements, we appreciate that not all cars are as originally built, or have through necessity been fitted with alternative equipment, or have been modified in order to have an active racing life, etc, etc.

In order to be as inclusive as we can, and to recognise and encourage the more "original" cars, we have decided to categorize each car that enters our Series into one of three different "Standards". This will be done in co-operation with the Team Captains, and they are:

Gold Standard;

Complying with original factory standard, with especial regard to the six criteria mentioned under our Car Specifications, and preferably having FIA HTP Papers.

Silver Standard;

As per the Gold Standard, but not strictly compliant with all the original factory six criteria mentioned under the Car Specifications.

Bronze Standard;

Perhaps the least compliant cars that are more highly modified.

These cars would still be required to meet the main criteria listed, but could, on application be allowed tolerance on the criteria that allow it. These cars would be the most liable for the addition of Modification Ballast.

We sincerely hope that the above categorizations will encourage not only the more modified cars under the Bronze Standard to join us, but also attract the more original cars of the period under the Gold Standard to enjoy our company. It is likely that the Gold and Silver Standard cars will have a preferential status if races become oversubscribed.

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