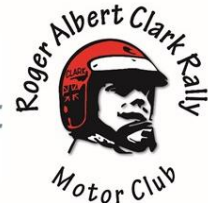


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motorsport uk

2019 British Historic
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Historic motorsport

The basic philosophy of historic motor sport is that the vehicles remain in the specification that they were in period, and that the vehicle complies with the technical regulations of that period. For homologated vehicles this means compliance with the relevant homologation form, but it is possible that the technical regulations of the period did not cover certain items, for example exhaust systems may have been free. In cases such as this, those components still must be of a design and specification as was used in period on that make and model of car.

Shock absorbers (dampers) have a huge influence on the performance of a car. There has been a lot of chatter about certain brands of shock absorber being acceptable or otherwise. A number of companies that manufactured components in period no longer exist. The key to whether a particular component – be that a shock absorber or anything else – is acceptable within the regulations is whether the component is of period specification. With shock absorbers we have **no knowledge of any user- adjustable monotube dampers in use until after 1981.**

Therefore, a monotube damper, maximum body diameter less than 42mm (as exemplified in period by Bilstein) **being period specification and within the regulations for pre-1981 cars with no user-adjustment and no remote reservoir would be considered as.**

Units of later specification, user- adjustable, fitted with remote reservoirs, etc. would not be. For clarity, if a shock absorber could be adjusted without depressurising it would be considered to be user-adjustable. Be wary of referring to shock absorbers by the manufacturer's name, for providing that the units are of period specification, the fact that they may be manufactured by a company associated to modern specification is of no consequence. It is the specification that is the critical factor, not the identity of the manufacturer.

In short, shock absorbers unless of the period **must be manufactured, non-adjustable.**

Colin Heppenstall, Championship Manager

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