



2023

Club Standing Supplementary Regulations

1990-1997 Classic Youngtimer Touring Cars Sporting and Technical Regulations



Version 2

6 February 2023

Ref: 162864

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 2	06.02.2023	06.02.2023	Regulation added
ART 4.4	06.02.2023	06.02.2023	Regulation added
ART 14.1 & 14.2	06.02.2023	06.02.2023	Regulation amendment

These regulations were compiled by Historic Racing South Africa (HRSa) as a Club Series for final publication by Motorsport South Africa (MSA).

1. CLASSIC YOUNGTIMER TOURING CARS 1990-1997

These Classic Touring Cars shall be defined as production type cars, FWD (front wheel drive) four door saloons, first produced post 1 January 1990 but prior to 31 December 1997. These cars are nominated by the Club.

2. RACE FORMAT

The Race format will be 1 x 25/35 Minute + 1 Lap Race with a compulsory pit stop. This is to encourage a Driver Change in order to allow the possibility of sharing costs both in development and running costs. The maximum seat time in each race for an individual driver will be 55 % of race time. Should any competitor nominate to drive "Alone" they will be required to exit the car during their pit stop, close the door, then re-enter the car, complying with normal safety procedure, seat belts etc.

The Starting Grid will be determined by Championship Points including Index of Performance in reverse order. The Index of Performance will be calculated across the whole field. The starting Grid for the first race of the season will be in Numerical Order. Any Competitor/ s joining the category during the season will start at the back of the grid in numerical order.

PLEASE NOTE

The Youngtimers will race with HRSa Racing during 2023 starting at a distance behind the main field in the normal race. Youngtimers will also be encouraged to enter traditional Endurance races such as the Phakisa 2 hour.

Grid Positions for Heat One will be based on Championship Points in reverse order, lowest points to highest points.

Grid Position for Heat Two will be the reverse of finishing order in Heat One.

Grid Position for any competitor having not scored points previously will be by race number ascending following on immediately from the last points scoring competitor.

3. MINIMUM WEIGHT

3.1 2000cc Cars 1075kg (car and driver)

3.2 1600cc Cars 985kg (car and driver)

Any aspect of a car not detailed as permitted is deemed not to be permitted. (Refer GCR 226)

CATEGORY SPECIFICATIONS:

4. ELIGIBILITY

- 4.1. Vehicles may be brought up to any series production specifications for that model prior to 31st December 1996.
- 4.2. No Forced Induction Cars will be permitted.
- 4.3. The Nominated Vehicles may only use the HRSA Nominated Engine and Gearbox for that specific brand.
- 4.4. The engines may **not** be modified in any way to the "open bonnet" rule i.e. It appears totally standard to the observer, inlet manifold, **exhaust manifold, standard fuel injection** etc
 - 4.4.1 Only Pump Fuel Permitted, available at a filling station closest to the race track.**
 - 4.4.2 No Fuel Additives permitted.**
- 4.5. Vernier cam sprockets are prohibited
- 4.6. A Full Roll cage must be fitted to MSA approved standards
- 4.7. The responsibility to prove eligibility is that of the entrant at all times and all prospective entrants must confirm the model selected conforms to the regulations.
- 4.8. The Controllers reserve the right at their sole discretion to include or exclude any vehicle.

5. TECHNICAL SPECIFICATIONS:

- 5.1. CHASSIS:
- 5.2. No modifications may be made to the chassis with the exception of:
 - 5.2.1 A brace may be fitted between the top shock struts.
 - 5.2.2 A brace may be fitted between the chassis legs in the front to prevent "stretch" apart which can contribute to CV Joints pulling out.
 - 5.2.3 A full roll cage must be fitted.
- 5.3. Steering wheels are free.

6. BODYWORK:

- 6.1. Bodywork must be completely standard, with the exception of "rolled" wheel arches to a maximum of 5.0mm.
- 6.2. No bodywork may be replaced by any other material at all.
- 6.3. All four doors, the bonnet and the boot must remain operable.
- 6.4. Interior: The dashboard "crashpad" must remain as well as the instrument binnacle which may be modified to accept the gauges. It is encouraged to utilise a "stack" type instrument cluster in order to compliment the Touring Car era. The interior may be "gutted" to represent the period Touring Cars, and alternative material may be used as internal door trim. It is permitted to remove the internal door trim entirely. SABS or "E" mark Approved Windscreens must be used. The rear window and side windows may be replaced with polycarbonate (Lexan) of not less than 4mm thickness. The Driver's seat is free subject to MSA requirements and the driver must be located entirely to the one side of the centre line of the car. Electric Power Steering may be fitted.
- 6.5. The original boot and bonnet fasteners may be removed. The bonnet and boot shut lines must be as in production.
- 6.6. Bumpers and embellishers may be removed, but headlamps and headlamp rims, tail lamps and radiator grilles must remain as standard for the model.
 - 6.6.1. All lights including indicators must be in working order.
- 6.7. Only OE supplied rear wings may be used.

Bodywork Guideline:

The following guideline will be applicable in order to determine the correct bodywork rule application regarding the flaring of the standard production fender pressing. The measurement will be taken from the vertical centreline of the wheel hub to the widest part of the standard production fender flare without any attached trimming fitted. 5.0mm may be added to the standard production fender pressing from such widest point.

7. ENGINES

7.1 2000cc Cars

A standard production 4 cylinder multivalve engine. Engine Manufacture must be from the same Group as the Body.

7.1.1 1600cc Cars Only 1600cc 16valve Motors (20v 1600cc Toyota Included) as supplied in the South African version of the original Sedan sold in South Africa may be used.

7.2 Where necessary engine and gearbox mountings may be changed to accommodate the nominated engine and gearbox, and normal "baffling" of the sump is permitted.

7.3 Any gearbox from either the Nominated Model Range or the Nominated Engine Model Range can be used providing Clause 5.1 is met.

7.4 The standard fuel injectors from the specified engine, must be used in the original location in the manifold.

7.5 The original ECU can be replaced with one of the following nominated brands,
Powermods MFI-H and DFI-H

Spitstronic

Gotech PRO V7

Dicktator

Dastek Unichip

7.6 Radiators are free but must remain in their original location.

7.7 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.

7.8 The exhaust system must use the original manifold from the nominated engine and the exhaust pipe must follow the original routing under the car. Exhaust silencing is also subject to MSA requirements as regards decibel levels.

7.9 If the engine has a distributor fitted as standard, it may only be used to distribute spark, or the distributor may be replaced with a 60-2 "gear" and pick up allowing the use of a wasted spark ECU.

7.10 The original type fuel tank must be utilised and retained in its original position.

7.10.1 The fuel pump is free, but must be fitted to the correct safety requirements and may not be fitted in the passenger compartment.

8. SUSPENSION:

8.1 Suspension system must remain standard, but lowering is permitted.

8.1.1 Front Camber plates may be added to allow for adjustment but no altering of the original shock towers.

8.1.2 Wheel Camber, Front and Back Wheels may not exceed a maximum of three degrees hot or cold.
(Before or after a race)

8.2 Shock absorber make is free but must conform to the OEM spec and must be freely available from any "franchised" parts supplier.

8.3 Spring rates are free but the original type of spring must be retained made of the original material and remain effective.

8.4 Suspension bushes are free.

9. TRANSMISSION:

9.1 The gearbox must remain in the original position. Vehicles must use an original production type of gearbox with the same number of forward and reverse gears as the original standard production gearbox fitted for that model, or the gearbox from the nominated engine. Original H pattern must remain.

9.2 Gear ratios may be changed with any standard components used in the gearbox of the selected gearbox.

9.2.1 Gearboxes and transaxles with rapidly interchangeable ratios or proprietary racing gearboxes are prohibited.

9.2.2 no "dog ring" type gearsets are permitted.

9.3 The rear axle must remain in the original position.

9.5 The final drive ratio is free, provided it is from the standard vehicle series or from the specified gearbox series.

9.6 LSD/ Traction control devices are prohibited.

10. BRAKES

- 10.1. Brake systems may only be upgraded to the highest specification of the Standard Model in Period.
- 10.2. ABS will only be permitted on vehicles that came with this feature as standard by the manufacturer at the time.
- 10.3. Brake lights must be operational and operated only by the brake pedal without a delay or another switching device

11. ELECTRICAL:

- 11.1. Electrical equipment is free provided that a battery and starter are always fitted and in full working order.
- 11.2. Headlights, tail lights, indicators and stop lights must fitted, brake light must be working as required. Where standard headlights and additional LED type spotlights are used in a race, they must be angled to not interfere with view of the drivers in the cars in front.
- 11.3. No LED type strip lighting is allowed. LED lights may be used within the original light fitting.

12. WHEELS AND TYRES:

- 12.1. Wheels must fit inside the bodywork as per Section 2.1.
- 12.2. Wheels are limited to 14 x 7 and 15 x 7.
 - 12.2.1 Aftermarket wheels are acceptable.
- 12.3. Tyres: Only the approved semi slicks in sizes 14 inch and 15 inch may be used.
 - 12.3.1 Approved Brands
 - Dunlop DZR
 - MRF ZTR
 - Yokohama A048
 - Hankook Z221
 - Bridgestone RE115
 - Toyo R888
 - 12.3.2 Full slicks or cut slicks are strictly prohibited.
 - The HRSA reserves the right to review the tyre regulation in consultation with all participating Competitors and Historic Clubs.

13. GENERAL SPECIFICATIONS:

- 13.1 The weight of all cars must be recorded in the HTP document.
- 13.2 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements. The roll cage must remain within front and rear suspension mounts.
- 13.3 Cars must be fitted with seatbelts that comply with MSA GCR 239 specifications. There must be a minimum of 4 separate mounting points excluding the use of any additional crotch belt and shoulder belts must not cross over.
- 13.4 Cars must carry a 1.5 kg fire extinguisher as approved for use by MSA the Fire Stryker are not allowed.
- 13.5 Cars must have an electrical cut-off switch that can be operated from inside and outside the vehicle.
- 13.6 Tow eyes must be fitted to the front and rear of the car and clearly marked. (Tow) (Refer SSR 10 iii)
- 13.7 Fuel must conform to the specifications as described in GCR240.
- 13.8 Cars must comply with General Competition Rules and Regulations (GCR's) as specified in the MSA Handbook 2022.
- 13.9 Vehicles may not exceed 108 decibels at any time, for clarity, this includes the stationary measurement as well as the drive by recording.

14. CLASSES

- 14.1 The Category will be "Time Based". Classes will be based on the **HRSA Racing Appendix A** Reference Times limited to Classes **E, F, G and H YH, YG, YF and YE** as per the Appendix A.
- 14.2 Competitors will always start in Class **E YH** for their first Qualifying and Event. Thereafter they will be moved into the Class representing their average lap times. (Any points scored in their first event will be transferred to the relevant Class)
- 14.3 The "Break Out" calculations will be in accordance and identical to the established system in HRSA Racing.

APPENDIX A

HRSA Breakout times (ALL GROUPS)

	Zwartkops		Phakisa		Dezzi	
Class	Break out	Im break out	Break out	Im break out	Break out	Im break out
YA						
YB	67,1	66,7	107,6	106,7	76,9	76,2
YC	69,4	68,7	111,4	110,4	79,6	78,8
YD	71,7	70,6	115,5	113,8	81,5	80,3
YE	74,2	73,1	119,6	117,8	84,4	83,1
YF	77,2	76,0	124,4	122,5	87,8	86,5
YG	80,3	79,1	129,4	127,4	91,3	89,9
YH	83,5	82,2	134,5	132,5	94,9	93,5
	RedStar clockwise		RedStar anti-clock			
Class	Break out	Im brk out	Break out	Im break out		
YA						
YB	123,5	122,4	126,1	124,9		
YC	127,8	126,7	130,5	129,3		
YD	132,6	130,6	135,3	133,2		
YE	137,3	135,2	140,1	138,0		
YF	142,8	140,6	145,7	143,5		
YG	148,5	146,3	151,5	149,2		
YH	154,4	152,1	157,6	155,2		