



MSA PRE-2000 HISTORIC TOURING CARS TECHNICAL CLUB REGULATIONS

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PRE-2000 HISTORIC TOURING CARS TECHNICAL REGULATIONS

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>

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PRE-2000 HISTORIC TOURING CARS TECHNICAL REGULATIONS

This regulation was compiled by Historic Racing South Africa (HRSa) as a Club Series for final publication by Motorsport South Africa (MSA). Take note that if the following texts do not clearly state that you can do it, you should adopt the principle that you cannot.

1. HISTORIC TOURING CARS (HTC) PRE-2000

These Historic Touring Cars shall be defined as production type sedan cars, post 31 December 1990 and before 31 December 1999.

2. RACE FORMAT

2.1 The Race format will be as decided by the HRSa Committee.

2.2 The Starting Grid will be determined by qualifying, fastest to slowest with HRSa Racing. The Index of Performance (IOP) will be calculated as specified in the HRSa Sporting Regulations.

PLEASE NOTE

Historic Touring Cars (HTC) will race with the Pre-80 category during 2026

Only once a grid of more than 15 cars is available, a separate race could be considered, after approval by the circuit owners, the HRSa Exco and the HMC.

3. MINIMUM WEIGHT

The minimum weight for all vehicles including the driver is 1075kg.

CATEGORY SPECIFICATIONS

4. ELIGIBILITY

4.1. Vehicles may be brought up to any series production specifications for that model prior to 31st December 1999.

4.2. All Two Door and Four Door Sedans within the time period are allowed.

4.3. No Hatchbacks will be eligible to participate in the series. A hatchback is a car with a rear door that swings upward to provide access to a combined passenger and cargo area.

4.4. The car intended to be built, must have been available as OEM within the specified period.

4.5. 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. It is advisable to contact the HTC CatCom and/or HRSa Technical Committee to make sure the vehicle is eligible.

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

TECHNICAL SPECIFICATION

5. CHASSIS

5.1. No modifications may be made to the chassis with the exception of:

5.1.1 A brace may be fitted between the top shock struts.

5.1.2 A brace may be fitted between the chassis legs in the front to prevent "stretch" apart which can contribute to CV Joints pulling out.

5.1.3 No spaceframe chassis will be eligible.

6. BODYWORK

6.1 No non-period bodywork add-ons, e.g. double wing boot spoilers, front spoilers/splitters, vented bonnets, and drag reducing items, etc. will be allowed.

6.2 Original equipment rear wings may be fitted. An after-market rear wing as approved by the series Catcom and HRSa Technical Committee may be fitted.

6.3 No cutting or enlarging of front valances unless homologated in the period.

6.4 No removal of rear valances unless homologated in the period.

6.5 No cutting or removal of any metal from the mono-body.

6.6 No widening of the standard OEM fender (front and rear) is permitted unless homologated.

6.7 All doors, the bonnet and the boot must remain operable.



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- 6.8 The original dashboard must be retained, but gauges may be replaced.
- 6.9 The interior may be “gutted” to represent the period Historic 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.
- 6.10 The rear window and side windows may be replaced with polycarbonate (Lexan) of not less than 4mm thickness.
- 6.11 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.
- 6.12 The original boot and bonnet fasteners may be removed and replaced with fasteners that will secure the boot and/or bonnet. The bonnet and boot shut lines must be as in production.
- 6.13 Bumpers and embellishers may be removed if it was raced as such in the period, competitors should however consider retaining this for the aesthetics of touring cars, headlamps and headlamp rims, tail lamps and radiator grilles must remain as standard for the model.
- 6.14 All lights including indicators must be in working order.

7 ENGINES

- 7.1 Only the manufacturer's original engine type as produced during the period will be allowed. (Engine Code will determine its eligibility).
- 7.2 The original period correct, or period homologated type cylinder head must be used.
- 7.2 The original period correct homologated type engine block must be used.
- 7.3 The direction of the axis of the original engine relative to the homologated body shell must be retained.
- 7.4 Forced induction is prohibited, unless homologated as standard OEM cars.
- 7.5 Engine capacity may be increased within the confines of the period standard OEM engine block.
- 7.6 No alternative type of engine from the same manufacturer may be used as a replacement.
- 7.7 Radiators are free but must remain in their original location.
- 7.8 Oil coolers and additional water radiators are permitted, provided they are located within the periphery of the bodywork.
- 7.9 The exhaust system must follow the original routing under the car. Exhaust silencing is subject to MSA requirements as regards decibel levels.
- 7.10 The original type of fuel tank can be utilized or an after-market fuel cell can be utilized, but must conform to the MSA regulations.
- 7.11 The fuel pump is free but must be fitted to the correct safety requirements and may not be fitted in the passenger compartment.
- 7.12 The use of ECUs either as OEM or aftermarket ECU’s with only period correct functions will be permitted.
- 7.13 Engine power output (Kw) and engine capacity (cc) - reserved

8 SUSPENSION

- 8.1 Original suspension type i.e. McPherson, Independent, etc., must be retained, save that it may be modified.
- 8.2 No canister-type shock absorbers, unless homologated in the period.
- 8.3 Front Camber plates may be added to allow for adjustment, but no altering of the original shock towers.

9 TRANSMISSION

- 9.1 The gearbox should be the original where possible. Alternatively, a production H-pattern gearbox with no more than the original number of forward gears as raced may be used.
- 9.2 Gear ratios may be changed with any standard components used in the gearbox of the selected gearbox.
- 9.3 The rear axle must remain in the original position.
- 9.4 The final drive ratio is free, provided it is from the standard vehicle series or from the specified gearbox series. Any type of open, locked or limited slip differential units may be used.

10 BRAKES

- 10.1. Brakes systems are free, as long as they fit within the rim. Carbon brakes discs are not allowed.
- 10.2. ABS systems are only permitted on vehicles that came with this feature as standard by the manufacturer during the time period.



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- 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, taillights, indicators and brake lights must be working at all times. 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. The tyre and rim combination may not protrude past the fender, thus the tyre and rim must fit within the confines of the standard bodywork.
- 12.2. The standard rim size may be increased, but ideally, it must not exceed the maximum diameter permitted or homologated during the period.
- 12.3. Any semi-slick tyre is permitted.
- 12.4. Cut slicks are strictly prohibited.

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 is 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 MSA GCR 240.
- 13.8. Cars must comply with General Competition Rules (GCR's) as specified in the MSA Handbook
- 13.9. Vehicles may not exceed 105 decibels at any time, for clarity, this includes the stationary measurement as well as the drive by recording. (It must be noted that municipal bylaw requirements may be specified in the SR's of a lesser db level. For clarification, drive-by noise level readings can only be used as a means to determine if a vehicle should be rechecked according to the environmental code noise level measurement requirement under Appendix 1, Article 8 of the code.)
- 13.10. Steering wheels are free.
- 13.11. In car timing devices other than the official transponder are not permitted.
- 13.12. To visually assist both the promoter and spectators, a different colour number (roundel) for HTC, e.g., a red number and class to clearly distinguish the different categories racing together with Pre-80 (black number).



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14 **REFERENCED DOCUMENTS**

- 14.1 FIA Appendix K
- 14.2 HMC Guideline to New Regulations: 15 October 2025
- 14.3 MSA GCR 226
- 14.4 MSA GCR 239
- 14.5 MSA GCR 240
- 14.6 MSA SSR 10 iii