



2024

## Club Standing Supplementary Regulations

### 1990-1997 Classic Youngtimer Touring Cars Sporting and Technical Regulations



Version 2

26 February 2024

Ref: 163117

## 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 1	26.02.2024	26.02.2024	Regulation Amendment
ART 2	26.02.2024	26.02.2024	Regulation Amendment
ART 4	26.02.2024	26.02.2024	Regulation Amendment
ART 5	26.02.2024	26.02.2024	Regulation Amendment
ART 6	26.02.2024	26.02.2024	Regulation Amendment
ART 7	26.02.2024	26.02.2024	Regulation Amendment
ART 14	26.02.2024	26.02.2024	Regulation Amendment
APPENDIX A	26.02.2024	26.02.2024	Regulation Amendment
APPENDIX B ENGINE	26.02.2024	26.02.2024	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, with maximum engine capacity Of 2000cc first produced post 1 January 1990 but prior to 31 December 1997. These cars are nominated by the Club.

#### 1.1 CLASSES

Youngtimers will compete in Time Based Classes.

- 1.1.1 YTA = HRSA F
- YTB = HRSA G
- YTC = HRSA H

### 2. RACE FORMAT

The Race format will be 2 or 3 equal distance heats (or other as decided by the Committee). The Race format will be 1x 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 in both development and participation. The maximum seat time in any race for an individual driver will be 55% of the race time. Should any Competitor nominate to drive "Alone"

they will be required to exit the car during their pit stop, close the door fully, 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 over the whole youngtimer field with points allocated from 1<sup>st</sup> to 10<sup>th</sup> place.

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 Pursuit Series during 2024 starting at a distance behind the main field in the normal race. using the Pursuit Qualifying System, however they will be scored totally separately.

Youngtimers will also be encouraged to enter traditional Endurance races such as the Phakisa 2 hour. Youngtimers will negotiate with Organisers the possibility of Mini Endurance Races during 2024 including an Allcomers Class made up from other categories competitors.

### **3. MINIMUM WEIGHT**

3.1 All vehicles minimum weight is 1075kg driver included.

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 1997 – Refer Appendix B below.

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 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 permitted.

4.6. A Full Roll cage must be fitted to MSA approved standards

4.7. The responsibility to prove eligibility is always 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 and add any vehicle to the Appendix B a Nominated vehicle list.

### **5. TECHNICAL SPECIFICATIONS:**

5.1. CHASSIS:

5.2. No modifications may be made to the chassis with the exception of except for

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 except for “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 onboard lap timing option of the "Stack System" may not be activated)** 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. Original equipment rear wings may be fitted. A rear wing as specified by the series organisers may be fitted, but only one rear wing is permitted.

### **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

### **ECU Masters- EMU Classic**

7.5.1 The original production inlet and exhaust manifolds, throttle bodies and fuel injection systems specified for the engines must be used.

7.5.2 A K&N Type Aftermarket airfilter may be used including the ducting required for that airfilter.

- 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 of 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.
- 7.11 Only Commercially available Pump Fuel is permitted, available at a fuel station closest to the race venue.
- 7.12 No Fuel Additive or Fuel Booster is permitted.

## **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 is free.
- 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 a maximum size of 15 x 7.
  - 12.2.1 Aftermarket wheels are acceptable.
- 12.3. Tyres: Only the approved semi slicks in sizes up to 15 inch may be used.
  - 12.3.1 Approved Brands
    - Dunlop DZR
    - MRF ZTR
    - Yokohama A048
    - Hankook Ventus RS4
    - 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. 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
- 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. Championship

- ~~14.1 The Championship will be "index of Performance" based, calculations will be as per the established system in HRSA Racing, with the exception being "no" Credit per grid Position.~~
- ~~14.2 The Series encourages "Sharing" of the vehicle, in the case of two different drivers driving different heats, both drivers will score the identical points in each heat.~~

14.1 The Championship will be to determine an **Overall Champion** as well as **Class Champions** based on the Points Scoring System below. Calculations will be as per the established system in HRSA Racing, with the exception being "no" Index Credit per grid Position.

#### 14.1.1 Points

14.1.2 3+ Entries per Class ; 1<sup>st</sup> = 5 Points, 2<sup>nd</sup> = 4 Points 3<sup>rd</sup> = 3 Points

14.1.3 2 Entries per Class ; 1<sup>st</sup> = 3 Points, 2<sup>nd</sup> = 2 Points

14.1.4 1 Entry per Class; No Class Points

14.1.5 Index of Performance Points

1<sup>st</sup> = 10 Points, 2<sup>nd</sup> = 9 points etc down to 10<sup>th</sup> = 1 Point.

#### 14.2 Bonus Points

14.2.1 Fastest Qualifying time in each Class (including Handicap Pursuit Start) 1 Point

14.2.2 Fastest race lap time in each Class (Minimum 2 Entries in a Class) 1 Point

14.2.3 Collecting your own Trophy at Prizegiving 1 Point

14.2.4 Attending the Noggin 1 Point. (should a competitor reside at a distance exceeding 120KMS from the Noggin venue they will automatically be awarded the Noggin Bonus point)

**NOTE: The passion for speed round will not count towards the championship.**

~~14.3 Any Trophies allocated by the Organisers on the day will be allocated on the basis of finishing order across the line and have no bearing on the Championship. The Series encourages "Sharing" of the vehicle, in the case of two different drivers driving different heats, both drivers will score the identical points in each heat.~~

14.4 Any Trophies allocated by the Organisers on the day will be allocated based on finishing order across the line and have no bearing on the Championship.

APPENDIX A

**YT 1**

2024						
Zwartkops			Red Star clockwise		Red Star anti-clock	
Class	Break out	Im break out	Break out	Im break out	Break out	Im break out
A YT	77,0	Time pen as in BO	139,8	Time pen as in BO	142,7	Time pen as in BO
B YT	79,8	78,2	144,5	142,4	147,5	145,4
C YT	82,7	80,9	149,3	147,0	152,4	150,1

**YT 2**

2024								
Zwartkops			Red Star clockwise			Red Star anti-clock		
Class	Break out	Im break out	Class	Break out	Im break out	Class	Break out	Im break out
A YT	77,0	Time pen as in BO	A YT	139,8	Time pen as in BO	A YT	142,7	Time pen as in BO
B YT	79,8	78,2	B YT	144,5	142,4	B YT	147,5	145,4
C YT	82,7	80,9	C YT	149,3	147,0	C YT	152,4	150,1

## **Appendix B**

### Nominated Vehicles

1. Nissan Sentra
2. Nissan Primera
3. Honda Ballade
4. Alfa 155/156
5. Ford Escort Mk 5/6
6. Ford Telstar
7. Mazda 323/Etude
8. Mazda 626
9. Opel Monza
10. Opel Astra
11. VW Jetta
12. Audi A4
13. Toyota Corolla
14. Toyota Camry
15. Renault Megane
16. Hyundai Elantra/ Accent
17. Volvo S40

Any other Front Wheel Drive Four Door Sedan may be considered by the Committee on receipt of an application in writing.

### **ENGINE: Class A**

**The Engine will be nominated for each manufacture.**

**The Engine Nominations are:**

- |                      |                              |
|----------------------|------------------------------|
| <b>1. Nissan</b>     | <b>2.0 16v SR20</b>          |
| <b>2. Honda</b>      | <b>2.0 16v B20b vtec</b>     |
| <b>3. Alfa</b>       | <b>2.0 16v RFT</b>           |
| <b>4. Ford</b>       | <b>2.0 16v Zetec</b>         |
| <b>5. Mazda</b>      | <b>2.0 16v "Gold Top" FE</b> |
| <b>5. Opel</b>       | <b>2.0 16v CR2XE</b>         |
| <b>6. VW/ Audi</b>   | <b>2.0 16v ABF</b>           |
| <b>7. Toyota</b>     | <b>2.0 16v 3SFE</b>          |
| <b>8. Renault</b>    | <b>2.0 F7R-0710</b>          |
| <b>9. Hyundai</b>    | <b>2.0 16v G4GC</b>          |
| <b>10. Volvo S40</b> | <b>(TBA)</b>                 |