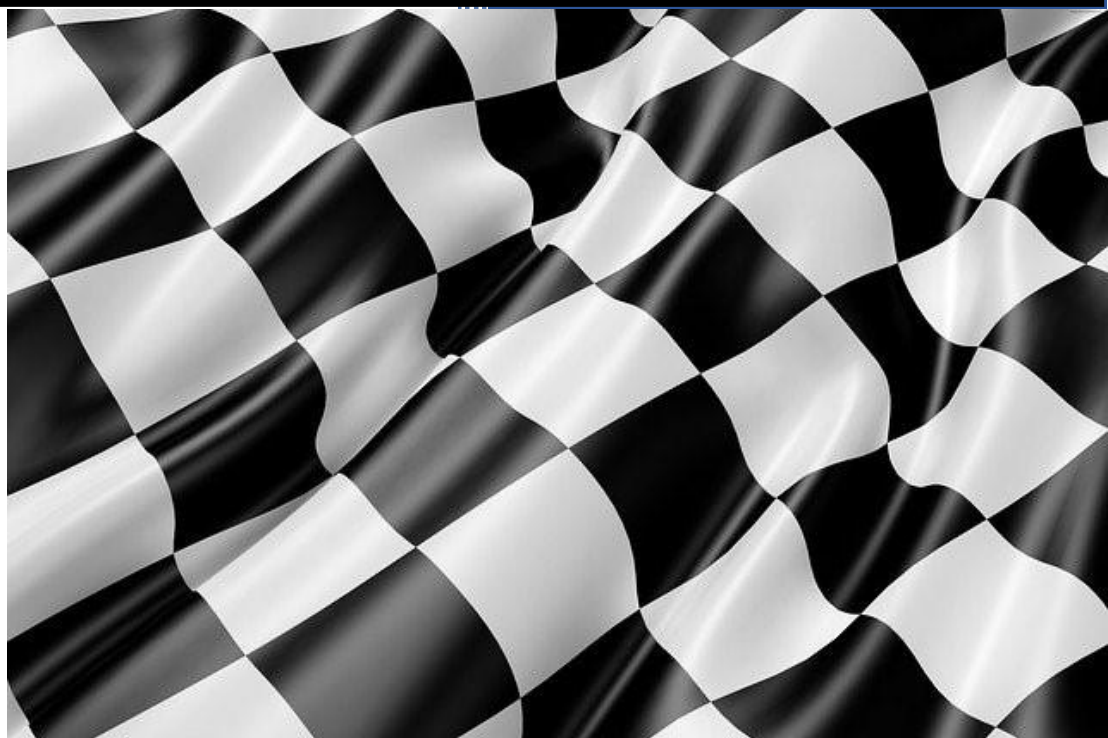




2025

CLUB STANDING SUPPLEMENTARY REGULATIONS

1990-1997 CLASSIC TOURING CARS SPORTING AND
TECHNICAL REGULATIONS



Version 1

1 January 2024

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

1. CLASSIC TOURING CARS 1990-1997

These Classic Touring Cars shall be defined as production type cars, four door saloons, with maximum engine capacity Of 2000cc first produced post 1 January 1990 but prior to 31 December 1997.

2. RACE FORMAT

- 2.1 The Race format will be 2 or 3 equal distance heats (or other as decided by the HRSA Committee).
- 2.2 SA Classic Touring Cars will compete in Classes E, F, G and H with HRSA Racing. Any vehicle "Breaking Out" of Class E "Immediate Breakout" lap times will be excluded/ disqualified.
- 2.3 The Starting Grid will be determined by qualifying, fastest to slowest with HRSA Racing. The Index of Performance will be calculated across the whole HRSA field.

PLEASE NOTE

Classic Touring Cars will race with HRSA Racing during 2025. Classic Touring Cars will also be encouraged to enter Endurance races.

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 1997. – Refer Appendix B below.
- 4.2. No Forced Induction Cars will be permitted.
- 4.3. All Four Door Sedans RWD and FWD are permitted in the Series with a Four Cylinder Engine up to 2000cc.
- 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, standard fuel injection etc. A "Branch Exhaust Manifold" may be fitted.
 - 4.4.1 Only Pump Fuel Permitted, as 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 that of the entrant at all times and all prospective entrants must confirm the model selected conforms to the regulations.

TECHNICAL SPECIFICATIONS

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 A full roll cage must be fitted.
- 5.2. 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. 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
 - Standard production 4 cylinder 8 valve or multivalve engine are permitted. 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 an engine and or gearbox from the same manufacturer. “Baffling” of the sump is permitted.
- 7.3. The standard fuel injectors from the specified engine, must be used in the original location in the manifold.
- 7.4 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
- 7.4.1 The original production inlet manifold, throttle bodies and fuel injection systems specified for the engines must be used.
- 7.4.2 A K&N Type Aftermarket airfilter may be used including the ducting required for that airfilter.
- 7.5. Radiators are free but must remain in their original location.
- 7.6. Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 7.7. The exhaust system must follow the original routing under the car. Exhaust silencing is also subject to MSA requirements as regards decibel levels.
- 7.8. 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.
- 7.9. The original type fuel tank must be utilised and retained in its original position.
 - 7.9.1 The fuel pump is free, but must be fitted to the correct safety requirements and may not be fitted in the passenger compartment
- 7.10 Only Commercially available Pump Fuel is permitted, available at a fuel station closest to the race venue.
- 7.11 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, 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 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 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
- 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.
- 14.3 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.

14.4 Bonus Points

- 14.4.1 Fastest Qualifying time in each Class 1 Point
- 14.4.2 Fastest race lap time in each Class (Minimum 2 Entries in a Class) 1 Point
- 14.4.3 Collecting your own Trophy at Prizegiving 1 Point
- 14.4.4 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)

APPENDIX A – BREAKOUT TIMES

	Zwartkops		Phakisa		Dezzi
Class	Break out	Im break out	Break out	Im break out	Break out
A					
B	67,1	66,7	107,6	106,7	76,9
C	69,4	68,7	111,4	110,4	79,6
D	71,7	70,6	115,5	113,8	81,5
E	74,2	73,1	119,6	117,8	84,4
F	77,2	76,0	124,4	122,5	87,8
G	80,3	79,1	129,4	127,4	91,3
H	83,5	82,2	134,5	132,5	94,9

	RedStar clockwise		RedStar anti-clock	
Class	Break out	Im brk out	Break out	Im break out
A				
B	123,5	122,4	126,1	124,9
C	127,8	126,7	130,5	129,3
D	132,6	130,6	135,3	133,2
E	137,3	135,2	140,1	138,0
F	142,8	140,6	145,7	143,5
G	148,5	146,3	151,5	149,2
H	154,4	152,1	157,6	155,2