



## **BREDASDORP RACEWAY JUNIOR DEVELOPMENT CLASS RULES**

The general rule of what is not specifically allowed is not permitted applies.

### **INTRODUCTION:**

The JUNIOR DEVELOPMENT Class is an entry level class for standard sedans or coupe, 2 or 4 door body cars and LDVs which appeared with a 1400cc engine or less.

Front or rear wheel drive vehicles are permitted.

All spare parts fitted to the car shall be used without any alterations and modifications as they come from a road going vehicle.

Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

The main objective of this class is to promote Oval racing in the most cost efficient way by means of using stock standard saloon cars with minimum alterations.

Only modifications specifically stated shall be allowed, anything not stated in these rules are not permitted.

Please refer to the **"Mini Compensation Clause"** at the bottom – this is established to allow the minis to move over to jnr developments class and be able compete against the other cars

Maximum age of driver is 16 years of age.

### **CAR CONSTRUCTION:**

Only vehicles of a road going use are permitted;

Space Frame and Semi Space frame Vehicles are not permitted;

Chassis and Sub Frame must exist in its entirety;

Repaired Chassis may only be done with materials not exceeding 1mm thickness;

Silhouette to remain unaltered;

Sunroof openings to be closed;

Bonnets may not be cut to accommodate air cleaners;

Firewall may be cut to accommodate the Carburettor and Exhaust system only;

Inner door panels may be removed;

Rear of car may be closed with plating to create separate compartment for the fuel tank;

Use of fibreglass panels for doors, fenders, bonnet and boot is permitted;

Wheel arch spats are permitted. These spats may not protrude more than 50mm beyond the outside of the existing manufacturers wheel arch flares and may only be manufactured from fibreglass and must have rounded edges and ends.

Skirts permitted – Skirts may not protrude beyond the width of the widest point of the wheel spat and must be made off at the front and rear by joining into the spat or being tapered towards the original skirt gradually without creating a dangerous point. Material may not exceed 2mm made from a material not exceeding 38x2mm and are rounded off towards the body at the back and front of the structure and are supported at only two points additional point;

Fibreglass body repairs are permitted;

Top of wheels may not protrude beyond the spats when viewed from above;

Engines must be mounted in original positions;

Fuel Tanks must be mounted in the boot space of the car;

Fuel Tanks protector bar;

Boot lid must be fitted;

No conversion of the front wheel drive to rear wheel drive or vice versa permitted;

All piping (brakes and fuel included) and wiring must be installed above the floor work of the car.

“Pypneus” allowed only according to the following specs: Material used to construct the “pypneus” may not exceed 2mm.

Piping may be built from strut tower towards front (nose) of car and backwards. Front valance and radiator carrier may be replaced with the pipe and piping may also be built from radiator carrier upwards.

#### **ROLL CAGE AND FRAME:**

Roll cage refer to Technical Regulations;

Full roll cage to be fitted, may support rear of front strut tower;

Strut braces are permitted between lower control arms and between strut towers.

#### **BRAKES:**

No modified pedal boxes are permitted;

No ABS brakes are permitted;

Cars with brake drums in front may be changed with a later model disc brake of the same manufacturer.

No in car adjustments permitted. (Brake balancing)

Rear drum brakes can be replaced with non-ventilated disc brakes from similar make of manufacture.

#### **DIMENSION AND WEIGHTS:**

Minimum weight of a junior development car will be 800kg including the driver.

#### **ENGINE:**

Engines may not exceed 1465cc after reboring to maximum Manufacturer specification;

The engine make must match the vehicle type i.e. Nissan engine in a Nissan Body;

Bore and Stroke must resemble original Manufacturers spec with max 060' allowed in bore size discrepancy.

Flywheels from other models of the same Manufacturer may be utilized.

Cylinder heads may only be used in combination with the block as per original Manufacturers spec. Standard 1100, 1200, 1300 and 1400 engines are permitted.

Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules as aftermarket systems. Ignition must not be programmable;

Fuel injection heads permitted;

Camshafts are free;

Vernier camshaft pulleys are not permitted;

Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted;

Intake manifolds are to remain standard;

No aftermarket manifolds permitted. Adapter plate between carburettor and intake manifold is permitted;

No adapter plates may be used between the cylinder head and intake manifold; Sandwich plates between the Cylinder head and Inlet Manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal Injector Mounting Grooves.

Intake and exhaust port on cylinder head are to remain standard;

No port matching;

No air intake ducting will be allowed;

Electric water pumps are not allowed;

Flex plates are not allowed;

Flywheels to remain standard;

Aftermarket ignition systems are not allowed;

Balancing of engines parts is allowed. Crankshafts to remain standard;

Three angle valve seats are not allowed;

Valves must be standard completely including size and length;

Only standard valve springs are allowed;

Valve guides must be standard;

Head bolts not to be cut down and additional washers may not be added;

Fuel injection systems will be permitted in standard form. NO MANAGEMENT SYSTEMS.

Carburetion can be altered to a maximum of 38; by fitting an aftermarket adapter between the carburettor and the intake manifold; designs on adapter plates are free;

Choke tubes can be altered only on carburettors with removable choke tubes. Fixed choke tubes may not be machined.

Ram tubes are NOT permitted.

**EXHAUSTS:**

Branches are permitted;

Effective silencers are compulsory;

**FUEL:**

Only normal service station pump fuel (95 octane) permitted;

No additives are allowed.

**STEERING AND SUSPENSION:**

No quick ratio versions are allowed;

Suspension could be altered but only to the left front wheel (top or bottom but not both) but may not be adjustable;

No adjustable shock absorbers are allowed;

Only left front control arm may be extended with a maximum of 25mm (to the side and front) for the purpose of (CC&A) camber/castor/alignment adjustments only;

Double coil spring allowed on all shocks;

Spacers are permitted 20mm per wheel.

Rear axle may NOT be shimmed;

LDV's and rear wheel drive vehicles can make modifications on the rear springs;

Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle;

Competition Springs and Lowering kits are NOT permitted;

Spacing of diff NOT allowed.

**TRANSMISSION:**

Only standard gearboxes as fitted in factory are allowed;

On rear wheel drive vehicles the gearbox can be interchange (ford tot ford if it is a straight fit, no adapter plates may be used);

No limited slip differentials are allowed, lock differential by welding only.

**WHEELS AND TYRES:**

Only road going Tyres available from Commercial Fitment Centres are permitted with the following size limitations – max width 195mm, 10, 12, 13, 14, and 15 inch only;

Tyres Restricted to Locally Manufactured Tyres;

No slick or semi slick tyres or compound altering chemicals are permitted;

Skimming of tyres is strictly prohibited;

Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted;

Tyres showing any degree of “canvass” or structural damage may not be used.

**WINGS:**

Wings are not permitted;

**MINI COMPENSATION RULES:**

**Staying within old the mini rules, the following compensation clauses have been added to allow the minis to be competitive with the other 1400cc cars**

- Weight 650Kg with Driver
- Only road legal tyres with a size of up to 175/13 shall be allowed
- Locked Diff permitted
- Engine Open to modifications
- Pump Petrol ONLY available at local service stations
- Any Dual Throttle Carburettor allowed including 38 Weber
- No Skimming of Flywheel