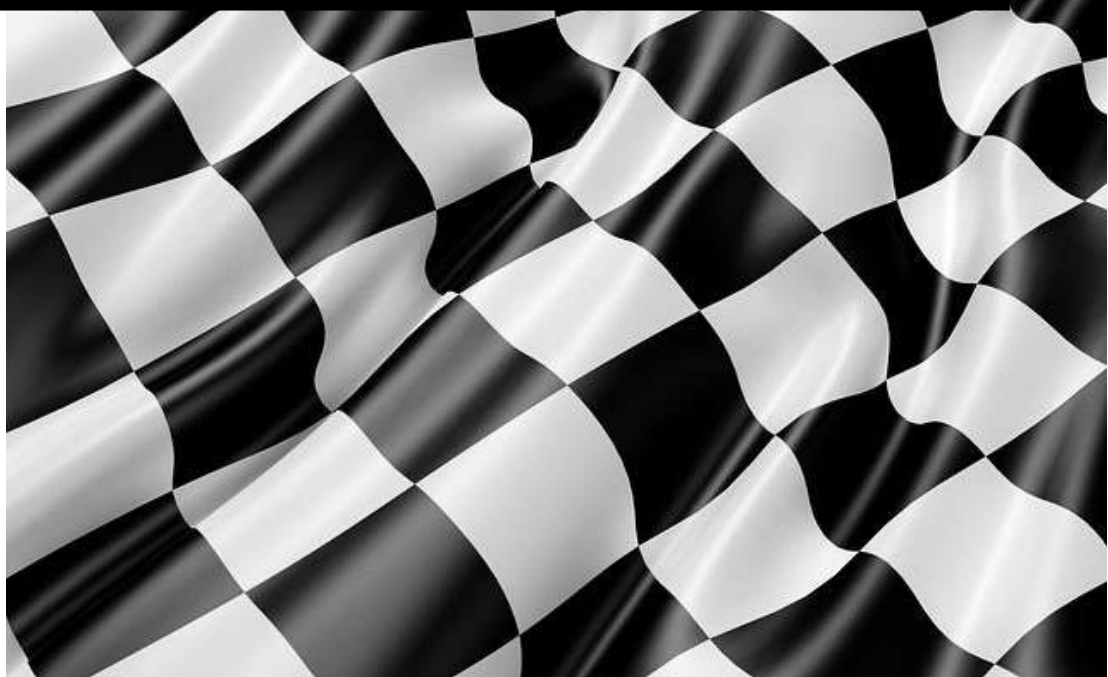




2023

Club Standing Supplementary Regulations

AMSC Retro Series for Cars



Version 1

13 February 2023

Ref: 162963/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All race meetings shall be held under the 2023 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers, organizers and promoters of the Series will be the AMSC Committee. All championship events will be run under the auspices of AMSC, in consultation with the Retro Series car sub-committee and the AMSC Technical Working Group.

Retro's will not be a standalone series but will race with other categories on the day

2. VENUE

All Series rounds will be held at Aldo Scribante Raceway.

3. AIM OF THE CHAMPIONSHIP

To promote and preserve era correct racing saloon cars in Eastern Cape.

To encourage new members to compete not to move cars from existing classes

To preserve and promote the spirit and heroes of Eastern Cape saloon car racing.

Retro Series reserves the right to invite other competitors to participate in their events as agreed to by the Retro committee.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2023.

5. ELIGIBILITY OF DRIVERS

5.1 Competitor's age: Refer SSR1

5.2 All eligible drivers must be in possession of a current MSA CLUB circuit racing competition licence valid for car racing, as appropriate.

6. INCIDENT REPORTS

6.1 Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (Refer SSR 61).

6.2 After any incident with any competitor, family or pit crew.

7. ELIGIBILITY OF VEHICLES

7.1 These AMSC RETRO SERIES Cars shall be defined as production type cars raced, produced prior to 31 December 2002

7.2 In the event of any dispute the decision of the COC and TC will be final.

8. CLASSES

The onus is on the competitor to ensure that he/she is entered into Retro's series as Retro's will be run with another category on the day.

9. GENERAL TECHNICAL SPECIFICATIONS – AMSC RETRO SERIES

- 9.1 The AMSC Retro Series is an Invitational Series open to cars that fit the general category Touring Cars (3-door (2-door hatch back), 4-door and 5-door (4-door hatch back)). Application to the Retro Series committee needs to be made in writing in order to participate in this series. No entries will be considered without prior application being made.
- 9.2 Nuts, bolts, washers and locking devices are free.
- 9.3 Vehicles must be fitted with at least one internal mounted and one externally mounted rear-view mirror.
- 9.4 All vehicles shall be fitted with the minimum of a MSA specified 6-point roll cage and seatbelts that comply with current MSA specifications. The roll cage configuration (material, dimensions, mounting, etc) must conform with the specification requirements of FIA Appendix J, Article 253.
- 9.5 A minimum of a 4 point safety harness that complies with current MSA regulations must be fitted. The safety harness fitment must conform with the specification requirements of FIA Appendix J, Article
- 9.6 All cars will be fitted with an electrical cut-out switch that is able to be operated from both inside and outside the vehicle.
- 9.7 Tow hooks must be added on the front and rear of the car and are to be clearly marked.
- 9.8 The responsibility to prove eligibility is that of the entrant at all times.

10. CHASSIS

- 10.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited.
- 10.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 10.3 Steering wheels and steering columns are free.

11. BODYWORK

- 11.1 The width of the original body shell shall not be altered or increased in any way. However, flaring of the wheel archers and/ or widening of fenders with composite materials is permitted to a maximum of 65mm of each side of the body.
Bodywork may be lightened with composite materials being used on bonnets, boot lids, front fenders and hatches only.
- 11.2 The front and rear firewalls, roof and floor must remain in the original position.
Front firewalls may be altered to accommodate engine, drive train and induction components only, provided that the alteration is done neatly to form a sealed metal barrier between the engine compartment and cockpit.
- 11.3 Real valence panels may be cut back, slotted or drilled up the level of the original floor/boot pan.
- 11.4 Strengthening is permitted.
- 11.5 Instrumentation is free although the original dashboard must remain.
- 11.6 All windows are free subject to MSA requirements.
- 11.7 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.
- 11.8 The original boot and bonnet fasteners may be removed. The bonnet and boot shut lines must be as in production.
- 11.9 Only OEM-style (Original Equipment Manufacturer) or FIA homologated, or factory-fitted spoilers, scoops, wings, flares or lips may be used.

12. ENGINE

- 12.1 Engines must be the same make as the body into which it is fitted by the OEM. Rotary engines may only be fitted to rotary body shells. Engines shall remain in its original compartment and no part of the engine block, crankshaft casing and cylinder head shall pass through the original firewall between the engine compartment and cockpit. The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies of the manufacturer. Turbo charges, super charges and compressors are permitted provided they were fitted as standard (OEM) original production bodies of the manufacturer. Ignition and fuel systems are free. (Implying any aftermarket ECU, conversion from carburettor to fuel injection and distributor less ignition systems are permitted)
Dry sump lubrication systems are permitted.
Water pumps are free and may be altered.
Any period cylinder head changes may be made. Aftermarket cylinder heads of the period or modifications to the cylinder head are permissible
However, permission may be granted to deviate from the above. Documentation would need to be submitted to the AMSC Retro Series Committee for approval

13. SUSPENSION

- 13.1 Suspension springs are free except no more than the original number are employed. Spring caps are free and spring platforms may be adjustable.
13.2 Suspension type must remain unaltered. Macpherson Strut top mounts are free.
13.3 Dampers are free.
13.4 Anti-roll bars and their mountings and shape and material are free. These can be added as a permitted modification to the front or rear of the vehicle.
13.5 Suspension bushes are free.

14. TRANSMISSION

- 14.1 The gearbox may have a maximum of 6 forward gears and reverse gear.
14.2 Gear ratios and type are free
14.3 Mechanical limited slip or torque biasing differentials are permitted.
14.4 Final drive ratios are free.

15. ELECTRICAL

- 15.1 Electrical equipment is free provided that a battery and starter are fitted and in full working order at all times.
15.2 All headlights, taillights and stop lights must be fitted and in full working order. Where the original lights are no longer available, aftermarket lights similar to original are permitted.

16. BRAKES

- 16.1 Brake systems are free. Ducting for the purpose of cooling brakes or removing dust is permitted provided it does not protrude beyond the original body lines.
Modification or removal of brake back plates is permitted.
16.2 Brake lights must be operational and operated only by the brake pedal without a delay or other switching device.

17. WHEELS AND TYRES

- 17.1 Wheels must fit in body work may be fitted.
- 17.2 Any period-style wheel rim.

18. DRIVER CONDUCT

Refer SSR's 46 to 66 (where applicable).

18.1 **White Line rule applies**

- a) Bumping and / or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- c) The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking manoeuvre.

18.2 **Entering the Corner (Phase 1)**

Two or more cars entering the zone of a corner together it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated. The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in "close proximity". **"Close proximity" - It is normal for a challenging car to be in close proximity, by being behind to the inside or outside of the lead car i.e. front bumper behind centre / B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.** The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area.

The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car. If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car ('alongside' being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.

18.3 **Middle of the Corner (Phase 2)**

If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger's front bumper

is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger's fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore the bumping of the lead car behind the B pillar or centre by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules.

The 'Y' or 'T' bone by a challenger on the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move, and will be deemed the fault of the challenger provided the lead car abided by the rules above.

The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through **the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**

18.4 Exiting the Corner (Phase 3)

From the "apex" out, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit. This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

18.5 Summary of Guidelines

- a) If the challenger bumps the lead car on the rear bumper and forces him off the circuit, the challenger will slow down and allow the lead car past and continue to race. Failing to do this could result in total exclusion or any relevant penalty with the least being that the challenger finishes behind the lead car in the results.
- b) The bumping of the lead car behind the "B pillar" in the corner, left or right is the fault of the challenger.
- c) The 'Y' or 'T' bone of the lead car by the challenger is the fault of the challenger.
- d) Premature direction change by the lead car in the braking area causing contact is the fault of the lead car and will be dealt with accordingly.
- e) A competitor may enter a corner in any way he chooses provided he/she does not have a car in close proximity. In a straight line the lead driver may try to break the tow but when entering the braking area he must have chosen his line - left or right - if he has a car in close proximity.
- f) The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

The Process for Reviewing Incidents and Applying Penalties

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the Clerk of the Course may request further incident reports outside of this time limit.

The Clerk of the Course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

Algoa Motorsport Club reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the Clerk of the Course.

- 18.6 The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of driver conduct issues, as per the following:
- a) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
 - b) A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
 - c) A yellow card shall have the effect of a 3 place grid penalty for the next 3 heats.
 - d) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
 - e) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing be issued with a red card.
 - f) Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
 - g) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
 - h) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
 - i) Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
 - j) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
 - k) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214.
 - l) Yellow / red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

19. GENERAL

- 19.1 Location of timing transponders: - Shall be mounted as per SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.
- 19.2 It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

20. COMPETITION NUMBERS

- 20.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial font for front doors both sides and A5 on left hand top side of windscreen or centre of bonnet,

- 20.2 The relevant Association Chairman of the Category (Coastal Challenge for 2023) Retros will be racing with will on behalf of the Controllers, shall allocate all Competition numbers.
- 20.3 All Competitors are to carry relevant series sponsor decals and number backings.
- 20.4 Numbering must start from the number 2.

21. QUALIFYING, STARTING & STARTING GRID

When 2 or 3 Races are held on the day:

For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.

Fastest Lap in qualifying	-	Starting position for Race 1
Fastest Lap in Race 1	-	Starting position for Race 2
Fastest Lap in Race 2	-	Starting position for Race 3

Eventualities:

Competitor does not qualify or fails to set a lap time in Race 1 or 2:
The competitor will start at the back of his / her class.

22. START PROCEDURE

Rolling start.

23. CHAMPIONSHIP STATUS

Non championship