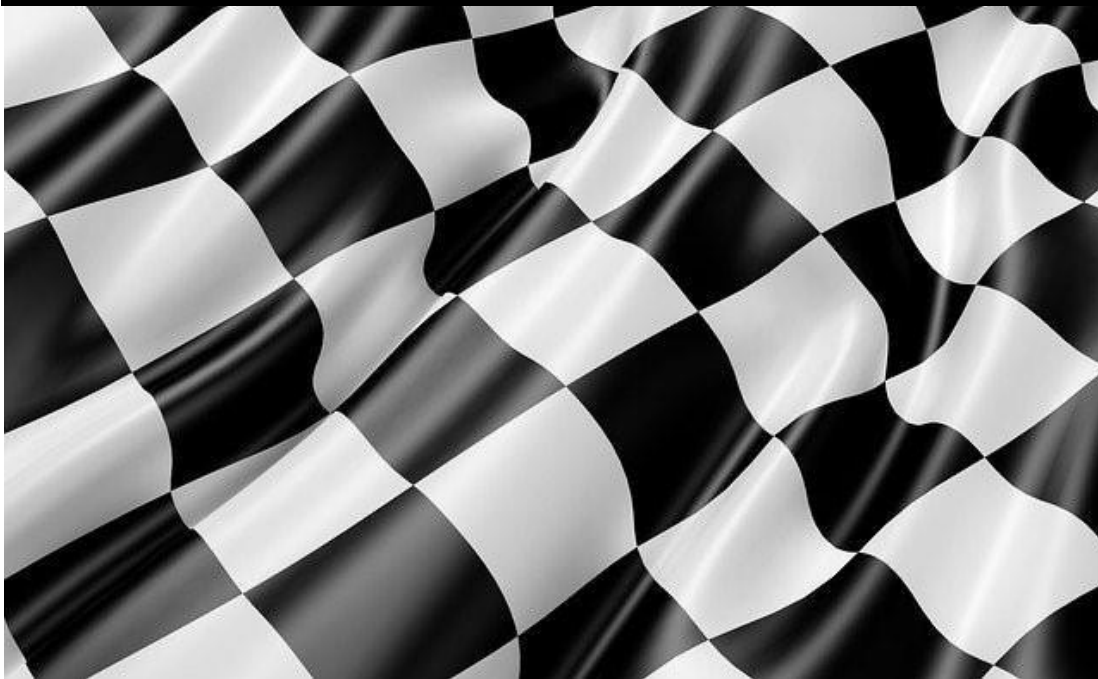




2025

Club Standing Supplementary Regulations

KZN Road Racing Club Clubman Car Regulations



Version 1

15 February 2025

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>

1. ETHOS OF KZN Road Racing Club

- 1.1 To promote and preserve era correct racing saloon cars in South Africa.
- 1.2 To ensure and promote free and fair competition.
- 1.3 To encourage new and existing members to compete.
- 1.4 To preserve and promote the spirit and heroes of South African saloon car racing.
- 1.5 To ensure cost effective participation
- 1.6 To provide entertainment for spectators and value for money for sponsors.
- 1.7 To ensure a reasonable level of safety and promote safe driving standards.
- 1.8 To encourage international participation at international events.
- 1.9 To respect and abide by the decision of the empowered officials.
- 1.10 To compete in the KZN Road Racing Club championship, a competitor will have to be a member of KZN Road Racing Club
- 1.11 KZN Road Racing Club reserves the right to invite other competitors to participate in their events as agreed to by the committee.
- 1.12 Any aspect of a car not detailed as permitted is deemed not to be permitted.

2. CONTROLLERS

- 2.1 The controllers of the Motorsport South Africa KZN Road Racing Club Championship for KZN Road Racing Club Clubman Cars shall be Motorsport South Africa (hereafter referred to as MSA), who have delegated the management and control to the KZN Road Racing Club (RRSA) committee. The MSA GCR's and SSR's, which shall prevail in the event of conflict, must be read and understood in conjunction with these rules and regulations.
- 2.2 The championships will be known as the MSA KZN Road Racing Club Clubman Championships. ('the Championships).

3. ELIGIBILITY OF COMPETITORS

- 3.1 The following eligibility for cars shall apply:
All recognized production manufacturer vehicles with a metal or carbon fiber (OEM) roof are eligible.
- 3.2 KZN Road Racing Club shall draw up lists of all cars competing in the KZN Road Racing Club Clubmans Championship and allocate vehicle numbers. No two cars will be allowed to have the same number allocated in the series. In the event of conflict the HTP number allocated by MSA will be national number and used.
- 3.3 Drivers must hold a current and valid MSA license that is applicable to this series.
- 3.4 All competitors are required to sign the KZN Road Racing Club Driver Code of Conduct.

SPONSORS EXPOSURE

- 3.5 Advertising material, as deemed necessary by the relevant Club Committee in terms of the promotion of a series sponsor/s, shall be displayed on each competitor's car and/or racing apparel and in a specified position. KZN Road Racing Club has sole right to the roundels on the doors.
- 3.6 Should such advertising material not be placed on a competing vehicle, that vehicle will not be allowed to participate in any qualifying session or race until such time as the specified advertising material is placed on the vehicle.
- 3.7 The amount of advertising coverage on a vehicle is free.

4. INCIDENTS ON TRACK

- 4.1 Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (hereafter known as the CoC) within 30 minutes of the finish of the practice or race. The relevant Club committee may, in the absence of any incident report to the CoC, request incident reports from competitors which will be referred to the CoC. MSA Circuit Racing SSR 661 applies.

- 4.2 The KZN Road Racing Club Code of Driver Conduct shall apply to this series.
- 4.3 The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.
- 4.4 Competitors must undertake to race within the spirit of the regulations and the CoC together with the relevant Club Committee will be the final judge of fact.
- 4.5 In the event of an incident all parties involved will be put under observation, a yellow card will be issued to the competitor and a yellow sticker will be placed on the cars involved.
- 4.6 When a competitor is issued with a yellow card, he/she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalized with a second yellow card, the second yellow automatically becomes a red card.
- 4.7 In the event of a competitor being penalized with a red card he/she will automatically be banned from competing in the following 2 race heats even if it includes the second heat on the day. Should the second heat be at the start of the next meeting, the competitor will not start heat 1 and will start from the back of the grid for heat 2.
- 4.8 Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the rest of the season has only 1 heat left the red card will be extended to the first heat of the following season.
- 4.9 Yellow and/or Red cards may be issued by the KZN Road Racing Club committee in their sole discretion, to competitors for reckless and/or dangerous driving, unsportsmanlike behavior and/or contravention of MSA regulations after taking into account all the facts relating to the incidents.
- 4.10 The competitor has a right to appeal to the KZN Road Racing Club committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the committee shall have the right to change or abide by their decision. Such a decision will then become final.

5. GENERAL RULES

Production Cars from pre 2000 era (Cars manufactured before 31/12/1999) and must be out of production for more than 20years.

- 5.1 There will be separate KZN Road Racing Club championships for KZN Road Racing Club Clubman cars. Class champions and an overall champion for each category will be declared.
- 5.2 The Championships will be run over a minimum of 8 rounds (events) per annum, however 7 rounds count towards the championship. All Competitors lowest scoring single race event (2 / 3 heats) will be disregarded when calculating the final championship standings. This may include a missed event where the scores would be zero for that event.
- 5.3 The minimum sprint race distance shall be 16 laps total race time at each race meeting, to be run over one, two or three races/heats. This is subject to COC decision, should there be a change, the COC will announce the change on the noticeboard
- 5.4 The minimum sprint race distance shall be 24 kilometers.
- 5.5 Each round shall consist of two sprint races.
- 5.6 The grid for Race 1 of a round will be determined by qualifying times in official practice. In the event of a timing system failure in qualifying, the grid for Race 1 will be determined by Championship standings per class as at the previous event.
- 5.7 The starting grid for race two of a round will be determined by the position competitors finish race one. The starting grid for race three of a round will be determined by the position competitors finish race two. A competitor with a DNF in Race 1 or Race 2 will start on the grid in the next position behind the slowest competitor. In the event of a timing system failure during Race 1 the grid positions per class will be determined by the finishing positions per competitor in Race one for Race two. In the event of a timing system failure during Race 2 the grid positions per class will be determined by the finishing positions per competitor in Race two for Race three.
- 5.8 The start of each race will be by way of a rolling start. Competitors must ensure that the gap between the cars coming onto the start straight is no greater than one car length. All cars must remain in their grid position until they pass the start/finish line. Each race will start with a warm up lap, then a formation lap, on which the pace car will pull into the pits and the rolling start will commence.

- 5.9 No on board timing devices or radio communication is allowed in competitor's cars. Pit lane signaling is permitted. This includes cell phones or any hand held device that can be used as a timing device. If a competitor is using a cell phone app to record their race, the screen of the phone may not be in clear sight of the driver, it must be mounted so that the screen is not visible to the driver.
- 5.10 In the case of a championship tie, the competitor with the greater number of 1st place points will be declared the Champion. If this does not resolve the tie, then the greater number of 2nds failing this, 3rds and so on until the tie is resolved. If a tie remains, MSA shall declare a winner on such basis as it deems fitting.
- 5.11 In the case of a tie breaker on the day of the event, the competitor with the fastest overall race time over the combined 2 / 3 heats for the day shall be deemed the higher placed competitor.
- 5.12 Points will be scored in classes on the following basis for each race:
- 1st: 25 points
 - 2nd: 20 points
 - 3rd: 16 points
 - 4th: 13 points
 - 5th: 11 points
 - 6th: 10 points
 - 7th: 9 points
 - 8th: 8 points
 - 9th: 7 points
 - 10th: 6 points
 - 11th: 5 points
 - 12th: 4 points
 - 13th: 3 points
 - 14th: 2 points
 - 15th: 1 point

3 bonus points per round / event will be awarded to the competitor with the fastest lap time in each class. The fastest lap time is determined by the fastest lap time achieved during race 1, race 2 or race 3 per round / event.

6. VEHICLE CLASSIFICATION

6.1 Engines

Engines may be different makes from the original but must be the same capacity as the original manufacture into which it is fitted. 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 chargers, super chargers and compressors are permitted only if originally factory fitted.

Vehicle Structure

The width of the original body shell shall not be altered or increased in any way. However, flaring of the wheel arches and/ or widening of fenders with composite materials is permitted to a maximum of 95mm of each side of the body.

Bodywork may be lightened with composite materials being used on bonnets, boot lids, front fenders and hatches only. The inner fenders, 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. The firewall must remain in its original position.

No space frame cars are permitted.

Rear valence panels may be cut back, slotted or drilled up the level of the original floor/boot pan.

A six-point roll cage is compulsory.

6.2 Wheels and Tyres

Make and type of tyres are free. However, retread tyres may not be used. All 4 driving wheels must be fitted with either slick or semi slick tyres. No mixing of slick and semi slick tyres is allowed.

No wheels (rims and tyres) may protrude from the fenders. All wheels to be kept covered by the body or fenders to comply with these rules.

Minimum 4 Point safety harness (FIA approved)

An electrical circuit breaker must be fitted into one of the main battery cables, capable of being operated from both inside and outside of the car. Its position should be clearly marked on the outside of the body, by a red spark on a white edged blue triangle having a base of at least 12cm.

All entered vehicles, including reserve entries, shall be visually examined in the paddock or designated scrutineering area by licensed scrutineers at the time to be stated in the SR,s or final instructions.

Competitors must report for scrutineering with their vehicles clean and complete in all respects at the time specified in the SR,s.

Any competitor failing to report for scrutiny as instructed shall be guilty of a breach of these rules and may be fined or excluded or may forfeit any claim to a favorable starting position.

No vehicle may be driven in the race or official timed practice until it has been approved by an MSA scrutineer of the meeting and it bears official evidence of this.

Approved fire-retardant clothing, racing shoes/boots, crash helmet and gloves must be worn while entering the racetrack and while racing

Tow eyes must be fitted to afford rapid removal of cars from the circuit in the event of an accident or a breakdown.

Glass head lights must be taped or covered in such a way that easy removal to afford lighting after dark.

It is the sole responsibility of the entrant to ensure that the vehicle complies with the particulars on the entry form and with the rules and regulations governing the race.

Any vehicle involved in a collision or race accident, either during practice or a race may not be taken away from the circuit without prior authority of the clerk of course.

7. CLASS STRUCTURE

7.1 A competitor shall not be allowed to change a car/driver combination from one class to another without prior written permission of the relevant club committee.

7.2 A competitor shall not be allowed to change his vehicle on race day without permission from the relevant club committee in writing. The relevant club committee has the right to determine if such a change warrants a class change under rule 7.1 above. A new car/driver combination shall be scored as a new competitor. Scoring is done as per car/driver combination. No two cars may have the same number in one category.

7.3 The final race of the season is subject to double points and calculated on both heats of the event

7.4 The Clubman's class for 2025 will run as one class with no sub classes.