



2025

Sporting and Technical Regulations

Gazoo Racing SA Cup National Challenge



Version 1

1 January 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>

CONTENTS

1. OBJECTIVE,
2. CONTROLLERS,
3. ELIGIBILITY OF COMPETITOR,
4. ELIGIBILITY OF VEHICLE,
5. PENALTIES,
6. CHALLENGE POINTS SCORING,
7. DRIVER CONDUCT / STANDARD,
8. GRIDS & STARTS,
9. TYRES & CAR SETUP,
10. NUMBER OF STARTERS
11. TROPHIES,
12. NUMBER OF STARTERS,
13. COMMITTEE MEMBERS AND CONTACT DETAILS,

All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. OBJECTIVE

- 1.1 To promote and showcase Toyota GR models built for the road and developed directly from Toyota's winning World Rally experience.
- 1.2 To provide racing that is rewarding for the competitor, and sponsors.
- 1.3 To provide an opportunity to develop and grow young driver talent pool (in GR86 Cup)
- 1.4 To declare a Gazoo Racing SA Cup National Challenge Winner in the following classes
 - GR Yaris Cup
 - GR 86 Cup
 - GR Corolla Cup

2. CONTROLLERS

The Controllers of the Challenge will be the Gazoo Racing SA Cup committee. Refer to Article 12.

3. ELIGIBILITY OF COMPETITOR

- 3.1 The Gazoo Racing SA Cup is by invitation.
- 3.2 All competitors must hold a minimum of a current MSA regional circuit car licence.
- 3.3 All competitors who take part in the series must be a paid-up member of the club Gazoo SA Cup.
- 3.4 The Gazoo Racing SA Cup committee reserves the right to accept or decline any membership/entry.

4. ELIGIBILITY OF VEHICLE

- 4.1 Only right-hand drive Toyota GR Corolla, GR Yaris and GR86 passenger vehicles based on those sold through Toyota dealers in South Africa.
- 4.2 All-wheel-drive, 1.6-litre three-cylinder turbocharged engine (GR Yaris and GR Corolla) or rear-wheel drive, 2.4-litre horizontally opposed engine (GR86).
- 4.3 Cars must be registered with the Gazoo Racing SA Cup Committee and submitted for inspection to determine their eligibility. All vehicles must meet MSA circuit racing safety requirements (i.e. roll cage, fire extinguisher, prescribed safety equipment).
- 4.4 Cars not meeting the safety and aesthetic standards judged by the Gazoo Racing SA Cup Committee will not be allowed to race.
- 4.5 The Gazoo Racing SA Cup Committee reserves the right to have racing cars inspected at random.
- 4.6 All vehicles must display the series sponsors decals on their vehicles in the correct position.
- 4.7 The committee will make the final decision on all cars eligible to compete.
- 4.8 Competition Numbers GCR246 and GCR249 and SSR 4. Two side facing as per the MSA standard and One forward facing number, on the left top corner of windscreen.
- 4.9 **GR86 Cup only:** Drivers will draw their cars at the start of the season. Each driver is entitled to one car swop in the season, this will be done by nominating another car in writing to the committee. Only one swop will be allowed per competitor.
- 4.10 **GR86 Cup only:** Practice – official practice sessions will be organised for all competitors, no individual practice sessions will be allowed in the cars provided by Toyota.

5. PENALTIES

- 5.1 If a competitor is found by the Gazoo Racing SA Cup Committee to be in contravention of any of the rules or guidelines set out above, a penalty will be given as per GCR 177 by the COC.

- 5.2 A competitor will have points deducted in accordance with the following scale:
- a. Yellow card – minus 3 points.
 - b. This yellow card stays in place for 4 races where that driver is an official starter as defined (excluding the day when the card is issued).
 - c. Should a driver receive a second yellow card in this period, for any offence, this will constitute exclusion; his/her points will be taken away for that particular day when the 2nd offence was committed.
 - d. Should a driver offend for a 3rd time in the designated period, a red card will be issued which may result with the driver's permanent exclusion from the challenge.

6. CHALLENGE POINTS SCORING

- 6.1 Points will be awarded on the basis of 7-5-4-3-2-1
- 6.2 In order for any competitor to score full points, there must be at least 6 starters in the designated class. Should there be less than 6 starters, points will be awarded on a sliding scale i.e.:
five starters 5-4-3-2-1,
four starters 4-3-2-1, etc.
- 6.3 Points are scored for each race in the Challenge. The winner will be determined based on the total score achieved throughout the challenge. In the event that a points tie arises, the Winner will be determined based on the total time calculated for each round of the Challenge.
- 6.4 Competitors are able to "drop" their worst score from a single round of the Challenge. Consequently, the six highest scoring rounds will be used to determine the Winner.

7. DRIVER CONDUCT / STANDARD

- 7.1 Drivers will abide by MSA regulations at all times. No driver shall drive or conduct himself/herself in a manner that brings the sport, club, sponsors or series into disrepute.
- 7.2 The Gazoo Racing SA Cup Committee will not tolerate any abuse or accusations from a driver, his/her team, family or supporters. This will result in the driver being excluded from the results of the day's racing.
- 7.3 It is hereby confirmed that the Clerk of the Course is empowered to make use of the yellow and red cards in connection with driver discipline and conduct subject to the following:
 - a. Incident reports must be completed and handed in to the Clerk of the Course within 30 minutes of the completion of the race.
 - b. A yellow card shall have the effect of placing a competitor's driving conduct under observation for the following four (4) races (excluding the day when the card was issued), forming part of the challenge. Penalty points as per rule 5 will apply.
 - c. A competitor racing "under yellow" shall be required to prominently display a supplied yellow decal on both rear windows of his/her car at all times during the affected events.
 - d. If a competitor is found guilty of an offence while "under yellow", he/she may, following an official hearing be issued with a red card.
 - e. The effect of a red card is to bar a competitor from taking part in the challenge.
 - f. In the event of the Gazoo Racing SA Cup Committee and the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, they shall be empowered to take such action.
 - g. "Card decisions" need not be made at an event. The Gazoo Racing SA Cup Committee may await video footage (or other suitable evidence) following the event before making a decision.

- h. 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 Refer SSR’s 46 to 66 (where applicable).
- i. Bumping and or pushing of other vehicles on the circuit is not allowed and any drivers found doing this may be penalised by the Clerk of the Course in terms of GCR157. The Clerk of the Course may consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this section.
- j. Any competitor that disadvantages another competitor by bumping said competitor’s vehicle, even unintentionally, which results in the loss of place(s) during the race, may at the discretion of the Clerk of the Course generally be penalised so as to finish behind the competitor that was disadvantaged.
- k. 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 the one corner up to and including the entrance to the next corner.
- l. When attempting an overtaking manoeuvre coming into a turn, at the braking area, the front bumper of the overtaking vehicle must be past the “B” pillar of the vehicle ahead before entry to the turn. If this is not the case, then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner. If the bumper of the overtaking vehicle is past the “B” pillar of the vehicle ahead, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit.
- m. Drivers who are black flagged during a race for Driver Conduct will receive an automatic yellow card.

7.4 *Entering the Corner 1*

Two or more cars entering the corner together will be expected that both will exit the corner. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated. The lead car may enter the braking area on the inside/middle or outside provided he/she does not have a vehicle close behind to the rear, to the left or right (close proximity)

“Close Proximity” It is normal for a challenging car to be in close proximity, by being at least One car length 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 zone when he/she 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. 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 would be deemed the fault of the lead car. If by end of braking zone at the turning point in a straight line the challenging car is alongside the lead car, it becomes the duty of both drivers to prevent crowding of each other to the inside or outside throughout the entire corner.

Middle Corner 2

If the challenging car is on the inside line in the braking zone at the turning point and his/her front bumper is behind the centre of the leader (B pillar) he/she will withdraw and forfeit the corner to the

lead car. If any contact is made by the challenger on the lead car behind the B pillar it will be deemed the challenging car's fault. The onus for clean and clear overtaking lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line the lead car would take through the corner, unless the lead car makes a premature or sudden direction change in the braking zone, which would then be the lead car's fault.

Exiting the Corner 3

From the apex out, the inner car will take care not to drift wide under power forcing the outer car wide and ultimately off the circuit. Front wheel drive cars should exercise caution. The Challenger should exercise extra caution to avoid contact.

8. GRIDS AND STARTS

- 8.1 There may be a qualifying session of at least 10-15 minutes, competitors will line up in the pre-race paddock. Once the pit lane has been opened competitors will be released at the official's discretion, in order to determine your starting position for race1.
- 8.2 Competitors must complete at least 1 official timed lap.
- 8.3 A Competitor's fastest time will determine his/her starting grid position for Race 1.
- 8.4 A Competitor's fastest lap time in Race 1 will determine his/her grid position for Race 2.
- 8.5 All starts are rolling starts as per GCR 261 and Circuit Racing SSR 39
- 8.6 A Competitor is required to maintain his/her grid position until such time as the lights have been extinguished, failing which, he/she will be deemed to have jumped the start and shall have a 30 second penalty added to his/her race time. Should any car not be within 1 car length of the car in front, he/she will be deemed to be baulking, CoC to apply penalty.
- 8.7 All rolling starts shall have a staggered formation as per the normal grid position line-up. Each driver is to ensure that the front of his/her car is behind the rear of the car next to, and ahead of his/her car. The lead car is to hold a constant speed, not more than 100km/h until the start signal is given. Only then may acceleration take place. Any car that passes the car ahead of them before the start line will be considered to have jumped the start whereby a 30 second penalty will be applied (SSR 39)

9. TYRES AND CAR SETUP

- 9.1 Each driver will receive 4 new tyres for the 1st race of the season. Thereafter, 2 new tyres will be issued after two race meetings (i.e. after 4 races). It is the driver's responsibility to manage their tyres.
- 9.2 In the event of a safety issue a tyre may be replaced with a previously scrubbed tyre as authorised by the Technical Consultant.
- 9.3 All cars will be setup identically by the Technical Consultant (toe and camber settings as well as tyre pressures) and no driver may alter the settings.
- 9.4 Should a driver feel that their car's setup was deranged because of contact, or due to curb strikes and/or off-track travel, he/she may request to have the Technical Consultant perform relevant checks to verify the car setup. Setup may then be restored to default, if technically possible.
- 9.5 Drivers or any other unauthorised individuals tampering with car setups or tyre pressures will incur penalties.

10. TROPHIES

10.1 Although points will be scored on a per race basis, trophies are awarded on the combined race times of Race 1 and Race 2.

11. NUMBER OF STARTERS

11.1 In order for any competitor to score full points, there must be at least 6 starters.

12. COMMITTEE MEMBERS AND CONTACT DETAILS

Chairman	Leeroy Poulter	leeroypoulter@worldonline.co.za
Technical Committee	Henk Jansen van Nieuwenhuizen	henkjvn06@gmail.com
	Mario Truter	mariotruter33@gmail.com