



2025

## MSA National Challenge Standing Supplementary Regulations

### Extreme Supercars



Version 1

1 January 2025



## REVIEW AND AMENDMENTS

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>

## **Introduction:**

Extreme Supercars is a category of circuit car racing conceived and promoted by Zwartkops. The aim is to provide a high-end racing series for GT cars incorporating high performance saloon cars (mainly ex production cars) which is the main attraction for the spectators at the Extreme Festivals. At present the overall challenge is based on Time-Based classes but the longer-term objective is to have a balance between Time-Based classes and Power-to-Weight homologated classes competing for the overall challenge.

### **1 Objective**

- 1.1 To provide racing that is rewarding for the competitor and sponsor, and exciting for the spectator.
- 1.2 To showcase exciting cars and recognizable brands.
- 1.3 To each year declare a class winner for each class and an overall winner.

### **2 Eligibility of Competitor**

- 2.1 Extreme Supercars is an invitation series where the Extreme Supercar committee (the committee) reserves the right to accept or decline any entry. All Competitors must hold a current Regional circuit car racing MSA licence. All competitors/participants in the series have to be Extreme Supercar club members.

### **3 Eligibility of Vehicle**

- 3.1 Extreme Supercars is an invitation series where the Extreme Supercar committee reserves the right to accept or decline any entry. Vehicles will be considered based on the following criteria:
  - 3.1.1 The vehicle must be based on a production model (no spaceframe racing specials);
  - 3.1.2 The vehicle must be a GT car or high-performance saloon car;
  - 3.1.3 Classes C&D: Production saloon cars (PC) must still have been in production post 1 January 1999 unless recognized by the committee as an iconic car, all GT cars must still have been in production post 1 January 1992 unless recognized by the committee as an iconic car;
  - 3.1.3.1 Classes A, B: Production saloon cars (PC) must still have been in production post 1 January 2002 unless recognized by the committee as an iconic car, all GT cars must still have been in production post 1 January 1995 unless recognized by the committee as an iconic car;
  - 3.1.4 Saloon cars must have a minimum weight of over 1100kgs (including driver), lightweight GT cars must have a minimum weight of 900kgs (including driver).
  - 3.1.5 The following cars are specifically not eligible for Extreme Supercars: Front wheel drive hatchbacks.
- 3.2 All vehicles must meet MSA circuit racing safety requirements. (i.e., Roll cage, fire extinguisher, etc.)
- 3.3 The Table below summarizes the eligibility criteria:

<b>GT cars</b>	<b>Production cars</b>
No space frames unless original chassis. Roof, floor plan & chassis must be of original material	No space frames. Roof, floor plan & chassis must be of original material
Must have working Headlights and taillights.	Must have working Headlights and taillights.
2 door and must be functional doors (KTM xbow exception)	2 and 4 doors and front doors must be functional
In production post 1 January 1992. Plus Porsche 911, 944 & Porsche 928 and pre 1992 Ferrari's.	In production post 1 January 1999 unless recognized by the committee as an iconic car.
Cars specifically not eligible: Porsche 924.	Cars specifically not eligible: VW Golf mk1 and mk2; Toyota Tazz.

<b>GT Eligibility list:</b>	<b>PC Eligibility list:</b>
All Homologated GT3 Cars	
Ferrari Challenge	
Porsche Cup	
Lamborghini Trofeo	
Porsche 964, GT2, GT3, Boxster & Cayman, 997 T	
Ferrari 355, 360 & 430	E46, E90 BMW
KTM x bow	Audi A4
Dodge viper	Subaru
Lotus Exige	Nissan 350z 370z
Corvette c5 & c6	Lexus 250is
GT Bodied: Merc 55,63 AMG	
GT Bodied: BMW e46&e92 M3, F30 , Mcoupe	
GT Bodied: Subaru WRX , Alfa GT	
944, 928, 930, 964, 911 Porsches	
Nissan GTR 32, 33, 34, 35	
Noble	
Bailey Ford GT	
GT Bodied: Nissan 350z	

#### **4 Classes**

- 4.1 The committee will decide in which class/classes a competitor will compete.
- 4.2 The committee shall have the right to change a competitor's class in their sole discretion at any time.
- 4.3 Class allocation will be done according to the guidelines set out below.
- 4.4 **Time based classes:**
  - 4.4.1 There are five classes as follows:

<b>Class</b>	<b>Zwartkops</b>	<b>Killarney</b>	<b>Kyalami</b>	<b>Port Elizabeth</b>
Class GT3 per national rules:	BOP	BOP	BOP	BOP
Class A:	1m01,0	1m11,0	1m46.5	1m00,0
Class B:	1m02.5	1m13,0	1m50.0	1m01.5
Class C:	1m04,5	1m15,5	1m54.0	1m03.5
Class D:	1m06,5	1m18,5	1m58.0	1m05.5

- 4.4.2 A new competitor will be allocated to a time-based class after race 1. This will be based on his/her best lap time in race 1.
- 4.4.3 Only lap times achieved at Zwartkops, Cape Town, Port Elizabeth and Kyalami will be taken into account for class determination. At the other circuits class times will be on the official notice board.

#### **What happens on breakout?**

- 4.4.4 Once allocated to a class the competitor remains in that class unless he/she breaks out or applies to the committee to change class.
- 4.4.5 A class change to a higher class will be immediate upon breaking the lap time for the class for classes A- D. For example: if you are in class B and you record a time in race 1 or race 2 faster than 1m2.5s at Zwartkops you will automatically move up a class-to-class A and be scored as such for the day.
- 4.4.6 A Competitor may after the race meeting apply to the committee in writing, supported by good reason, to change from a higher class back to a lower class for the following event (i.e. from Class B to Class C). The same immediate breakout rule 4.4.5 above) will still apply.
- 4.4.7 Class A Breakout:

If a competitor records a lap time faster than the lap time specified in point 4.4.1 above in qualifying by more than 1.0 seconds a 5-place penalty will be imposed for the grid for race 1. If a competitor breaks out in a race, by more than 0.001 seconds, he/she will receive a time penalty of 1 second per racing minute which will be added to the total race time and a 5 place grid penalty for the next race (the grid penalty does not carry to the next race meeting). If a competitor records a lap time faster than the lap time specified in point 4.4.1 by more than 1.0 seconds in a race, the competitor will be disqualified from that race and a 5-place grid penalty for the next race (the grid penalty does not carry over to the next race meeting). If a competitor is more than 2 seconds faster than the lap time specified in point 4.4.1 in class A in any qualifying session or race, then the competitor may not race for the remainder

of the races at that race meeting. He/she may be eligible after consultation with the Committee) to race in future races.

## **5) Points Scoring**

5.1 Points will be scored for each race separately and for each class separately. The points awarded will vary according to the number of competitors per class, as follows:

3 competitors or more in class: 10 8 6 5 4 3 2 1

1 or 2 competitors in a class: 8 5

5.1.1 The overall race winner will score 10 points per race even if there are less than 3 cars in the class.

5.2 All other competitors classified in the results published by the organisers of the meeting get 1 point.

5.3 To qualify to score points you have to complete a lap in any official timed session of the race meeting (practice, warm up, qualifying or a lap in either race).

## **5.4 Class changes**

5.4.1 If competitor changes class, then based on the below table, he/she will carry the specific percentage of points to the higher class. This does not affect points scored towards the overall challenge.

Event Points percentage carried

At or before 4<sup>th</sup> Event 100%

5<sup>th</sup> Event 90%

6<sup>th</sup> Event 75%

7<sup>th</sup> Event 65%

8<sup>th</sup> Event or later 0%, (still count in the prev class, new points scored count in new class).

Example: A competitor usually competes in class C but exceeds the maximum lap time at the fifth event which puts them into class B. This competitor will carry 90% of his/her points into class B. Any queries regarding points must be lodged with the committee within 7 days. Points published after 7 days will become final.

5.5 All races score points and count towards the overall challenge.

## **6 Grids and Starts**

6.1 Qualifying will determine the grid for race1. The fastest lap in race1 will determine the grid for race2 and the fastest lap in race 2 determines the race 3 grid.

6.2 All Starts are rolling starts.

6.3 Maintaining space at the start: At the start of the race no vehicle may be next to another vehicle as they cross the start line. In other words, there must be a gap between the front bumper of one vehicle and the rear bumper of the vehicle starting in front of it. This will be monitored using a camera and the timing system. Contravention of this rule will result in the offending competitor receiving a 15 sec jump start penalty added to their race time.

## **7 Trophies**

7.1 Although points will be scored on a per race basis, trophies are awarded on the combined race times of race 1 and race 2 (or race 3 in the event that there are three races on a day).

## **8 No Bumping Yellow Card System**

8.1 Extreme Supercars is a NO BUMPING series and as such yellow cards will be given to competitors who contact other cars in any official timed session (race/Qualifying/warm up). Yellow cards will be given to competitors who are deemed, by the Extreme Supercar committee, guilty of unsporting behavior. Unsporting behavior includes contact between cars in a race. A competitor will receive one yellow card per incident and therefore may receive

more than one card in any official timed session.

- 8.2 It is the duty of every competitor to report any contact with another competitor's car to a committee member within 30 minutes after the end of a race.
- 8.3 The Committee reserves the right to investigate any incident and issue yellow cards at its discretion.
- 8.4 If a driver is contacted in front of the rear wheel, both drivers may receive a yellow card regardless of guilt.
- 8.5 If a car is contacted on or behind the rear wheel, the incident will be investigated, and a yellow card might not be given; the discretion of the committee will be used.
- 8.6 If a competitor receives a yellow card he or she will be penalised as follows:
  - 1<sup>st</sup> yellow card: less 1 challenge point
  - 2<sup>nd</sup> yellow card: less an additional 2 challenge points
  - 3<sup>rd</sup> yellow card: less an additional 4 challenge points
  - 4<sup>th</sup> yellow card: less an additional 8 points challenge points + possible suspension for the remainder of the challenge
- 8.7 The committee's decision is final.

## **9 Number of starters:**

- 9.1 If there are less than 20 starters the committee may decide to combine the Extreme Supercar race with another category to increase the spectator appeal on the day.

## **10 Tyres**

- 10.1 For each event a competitor must use the same set of tyres in qualifying and the races. In the event of a puncture or major tyre destruction a competitor may apply in writing to the committee to replace 2 tyres. Only Dunlop tyres will be allowed. Competitors must have the sponsor decals on their cars. Refer to branding guideline below.

## **11 Additions and Amendments:**

- 11.1 Any provision unforeseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of a circular to these rules, issued by the Extreme Supercar Committee.

## **12 Addendum**

### **Extreme Supercars Break-out adjustments for class A and GT3.**

- 12.1 The committee reserves the right to implement performance balancing for cars that break the cut-off time set out in table 4.4.1 above.

Class A break-out penalties: The committee reserves the right to impose specific technical restrictions to a car that breaks the class A minimum lap time.



# Branding Guideline

## Windscreen Sticker Application:

Please adhere to the following steps for correct windscreen sticker placement:

**Clean the Windscreen:** Ensure the windscreen is clean and dry before application.

**Peel Off Backing:** Gently peel off the backing of the windscreen sticker, exposing the adhesive side.

**Align and Apply:** Refer to the enclosed diagram for precise placement. Carefully align the sticker and apply it to the designated area on your windscreen.

**Smooth Out Air Bubbles:** Once applied, smooth out any air bubbles by pressing from the center towards the edges.

## Dunlop Bumper Stickers:

Each competitor will receive 4 Dunlop bumper stickers to be applied on all corners of your vehicle. These stickers are designed to enhance the overall branding presence and contribute to a cohesive visual representation.

## Bumper Sticker Application:

**Clean the Surface:** Ensure the chosen bumper areas are clean and dry before application.

**Peel Off Backing:** Gently peel off the backing of each Dunlop bumper sticker, exposing the adhesive side.

**Apply to Corners:** Affix one sticker to each corner of your vehicle, adhering to a consistent height for uniformity.



Windscreen Sticker x1



Bumper Sticker x4

