



# **MSA NR HISTORIC PRE 99 CLASSIC SALOON AND SPORT COUPE CLUB CHAMPIONSHIP REGULATIONS**

**VERSION 1**

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## NORTHERN REGIONS HRSA PRE-1999 HISTORIC CLASSIC SALOON & GT CAR SPORTING REGULATIONS

### 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>

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## **NORTHERN REGIONS HRSA PRE-1999 HISTORIC CLASSIC SALOON & GT CAR SPORTING REGULATIONS**

### **1. HRSA MISSION STATEMENT**

- a) To promote and preserve era correct Two Door Classic Racing Saloon Cars and GT Coupes in South Africa.
- b) In the effort to stay historically correct for the period we will use current and previous Race Cars as guideline.
- c) To ensure and promote free and fair competition.
- d) To encourage new and existing members to compete.
- e) To preserve and promote the spirit and heroes of South African Saloon and GT Car racing
- f) To ensure cost effective participation.
- g) To provide entertainment for spectators and value for money for sponsors.
- h) To ensure a reasonable level of safety and promote safe driving standards.
- i) To encourage international participation at international events.
- j) To respect and abide by the decision of the empowered officials.

### **2. CONTROLLERS**

The controllers of the Historic Racing South Africa Club Sprint Championship for Pre-1999 Classic Saloon and GT Cars shall be Historic Racing South Africa (hereafter referred to as HRSA). The MSA GCRs and SSRs, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations.

### **3. ELIGIBILITY OF COMPETITORS**

- 3.1.** The following eligibility for cars shall apply to Classic Saloon Cars and GT cars introduced before 31st December 1999 and that comply with the HMC National Technical Regulations for Classic Saloon Cars and GT cars,
- 3.2.** The relevant HRSA committee will determine which GT and 2 Door Saloon Cars that were eligible cars in the period, will be allowed to compete in the category. In the event of a dispute, the matter of which category a car may compete in will be determined by the relevant HRSA committee.
- 3.3.** Competitors must be in possession of an MSA Club circuit car licence.

### **3.4. HISTORIC TECHNICAL PASSPORT (HTP)**

Competitors are required to complete a Historic Technical Passport (HTP) for every vehicle to be raced, and on which full details of engine, gearbox, suspension, wheel sizes, etc. and any other information required by the controllers and the HMC, shall be recorded. Once a vehicle has been accepted and approved by the technical consultant/technical committee, the HTP must be stamped and signed by a representative of the HMC, normally the TC. The approved HTP must be submitted to the MSA Sporting Co-Ordinator – Circuit and Karting for capturing on the database and the allocation of a unique HTP number. This HTP must then accompany the scrutineering logbook to be presented at every race meeting.

### **3.5. YEARLY REGISTRATION**

Before a vehicle is registered for the year, the HMC shall approve the vehicles in relation to:

- Compliance with the technical specifications as described in Clause 3.10 below,
- The condition and general appearance of the vehicle. On satisfactory completion of the inspection a Classic Saloon Cars and GT eligibility token will be provided which is to be displayed on the vehicle throughout the season.



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### **3.6. CHANGES**

Any changes made to the vehicle at any time throughout the year must be recorded in the HTP and approved by the TC and/or the technical committee.

### **3.7. DEVIATION FROM HTP**

It is the intention of HRSA to work with competitors to maintain their cars complaint to the technical regulations, however, any competitor whose vehicle is found to differ from his/her HTP and/or logbook will be reported in writing to the Regional HRSA Technical Committee for investigation.

Should the Regional HRSA Technical Committee found the vehicle to differ the competitor will be requested in writing signed-off by the Chairman, to make the necessary changes before the following race meeting and the car has to be presented again for inspection.

### **3.8. NONCOMPLIANT VEHICLES**

Where a noncompliant vehicle be noted it will be reported in writing to the Regional HRSA Technical Committee for investigation, should the Regional HRSA Technical Committee found the vehicle to be noncompliant the competitor will be requested in writing (signed-off by the Chairman) to make the necessary corrections. Should such competitor fail to comply within 90 days, the vehicle shall be de-registered by the MSA HMC, and will not be eligible for participation in this Championship.

### **3.9. INVITATION**

Invitation Cars may be included in the Category as non-point scoring cars

### **3.10. SPONSORS EXPOSURE**

Advertising material, as deemed necessary by the relevant HRSA 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. 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.

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 (CoC) within 30 minutes of the finish of the practice or race. The relevant HRSA 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 61 applies.

**4.2.** The HMC Sporting Working Group 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 CoC together with the relevant HRSA 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 three yellow cards, 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 (an Endurance Series race will qualify as 1 heat for this clause and 5.8



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- 4.8.** below) 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 pit lane for heat 2.
- 4.9.** 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.
- 4.10.** Yellow and/or Red cards may be issued by the HRSA S&GT committee in their sole discretion, to competitors for reckless and /or dangerous driving, unsportsmanlike behaviour and/or contravention of MSA regulations after taking into account all the facts relating to the incident.
- 4.11.** The competitor has a right of appeal to the HRSA S&GT committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the sub-committee shall have the right to change or abide by their decision. Such a decision will then become final.

### **5. GENERAL RULES**

- 5.1.** The Championships will be run over a minimum of 7 rounds (events) per annum. Should more than 7 rounds be held, each competitor's lowest scoring round (event) will be disregarded when calculating the final championship standings.
- 5.2.** The Classic Saloon and GT cars will race as a combined race with the relevant Pre '80 Saloon car categories and classes until such time that there are at least 15 cars on the grid where a separate race will then be held. They will be scored as a separate Championship and run under all the Rules and Regulations of Classic Saloons and GT.
- 5.3.** The minimum sprint race distance shall be 30 kilometres.
- 5.4.** Each round shall consist of either (2) two-sprint races or (1) one race the minimum equivalent distance of (2) two sprint races. For the latter, double points will be awarded.
- 5.5.** The grid for race one of a round will be determined by qualifying times in official practice.
- 5.6.** The grid for race two of a round will be determined by the finishing order from race one. Should a driver not finish the first race, they may start behind the last car of their relevant class. Should a car not attend qualifying it will be placed on the grid in the next position behind the slowest qualifier in its class, even if cars of a slower class may be ahead of it.
- 5.7.** The start of each race will be by way of a rolling start.
- 5.8.** No on board timing devices or radio or any other communication devices are allowed in competitors' cars. Pit Lane signalling is permitted.
- 5.9. Points will be scored in classes on the following basis for each race:**
  - 1st: 10 points
  - 2nd: 9 points
  - 3rd: 8 points
  - 4th: 7 points
  - 5th: 6 points
  - 6th: 5 points
  - 7th: 4 points
  - 8th: 3 points
  - 9th: 2 points
  - 10th: 1 point



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- 5.10** Where an event is held with more than one race, each race will be scored as a separate race. Where an event is run with only one race of longer duration, double points will be scored.
- 5.11** Subject to clause 6.12, a competitor may accumulate points from more than one class during the season, towards the Championships. All class points shall be scored in the relevant class in which the car raced.
- 5.12** Should a competitor enter more than one class on one day, in the case of where classes are split to form two races, the competitor must nominate which class result will be scored toward the Championship prior to official qualifying. Failure to do so will result in the lower of the two results counting toward the Championship, even if the lower result is a non-finish.
- 5.13** For any championship event at a circuit outside Gauteng, a competitor who participates by commencing a lap, whether in practice (official or unofficial) or in a race, will be awarded an extra ten points towards the Championship.
- 5.14** Should three or fewer cars in a particular class start official practice at an event, the championship points for that class will be awarded as follows for each race:

Three cars	Two cars	One car
1st: 9 points	1st: 8 points	1st: 7 points

2nd: 8 points	2nd: 7 points
3rd: 7 points	

### 6. CLASS STRUCTURE

- 6.1.** All competitors will race in time classes as published by the HMC from time to time. Time classes will be issued as an appendix to these regulations.
- 6.2.** The relevant HRSA committee shall determine the class in which a new car/driver combination shall compete. This initial class allocation will be one class higher than where the relevant HRSA committee believes the car/driver combination should compete. After two events, the class will be reviewed and the car/driver combination will be placed in the correct class. The competitor will have the right to apply to have the points re-calculated to score the car in the correct class.
- 6.3.** The relevant HRSA committee shall have the right to change a competitor's class at their sole discretion at any time.
- 6.4.** Save in the case where the HRSA is of the view (at its sole discretion) that exceptional circumstances prevail, a class change to a higher class (Class A being the highest) will automatically take place, if during the same season a competitor, on any official lap at an event, whether in practice or a race, breaks his/her class time by lapping faster on any single lap at two events at different circuits.
- 6.5.** Any class change shall take effect from the next event (whether in the same season or the next).
- 6.6.** If a competitor laps faster than the immediate break time, he/she will be moved up a class immediately, either in the race following qualifying where the break-out took place or at the next race where the break-out occurred in a race and notification may be given on the spot by any committee member from the relevant HRSA committee.
- 6.7.** The relevant HRSA committee may review any class change in terms of 8.2 in its discretion on written application by the competitor, supported by good reason, after two events have passed in which the competitor has participated.





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- 6.8.** A competitor may at any time apply to the relevant HRSA committee in writing with supporting documentation, to change a vehicle from a higher class to a lower class (eg from Class E to Class F). Should this class change be allowed, the competitor will immediately revert back to the original class should he/she break the new class time in qualifying or any race.
- 6.9.** All class changes shall be notified to the competitor in writing except where covered by clause 8.6 above.
- 6.10.** A competitor shall not be allowed to change a vehicle from one class to another without prior written permission of the relevant HRSA committee.
- 6.11.** Any competitor who has had his/her vehicle re-classified shall have the right, within 72 hours of being notified, to address the relevant HRSA committee in writing objecting to the re-classification. After considering the views of the competitor, the relevant HRSA committee shall have the right to change or abide by their decision.

### **7. GENERAL TECHNICAL SPECIFICATIONS**

- 7.1.** All vehicles shall be fitted with the minimum of a MSA specified 6-point roll cage.
- 7.2.** All cars will be fitted with an electrical cut-out switch that is able to be operated from both inside and outside the vehicle
- 7.3.** No holes may be cut into front and rear valances, and no valances may be removed.
- 7.4.** No holes or air scoops may be cut into bonnets, or into any other part of the bodywork.
- 7.5.** Tow hooks must be added on the front and rear of the car and are to be clearly marked.
- 7.6.** The responsibility to prove eligibility is that of the entrant at all times.