



MSA NR HISTORIC PRE 80 SALOON CAR SPORTING CLUB CHAMPIONSHIP REGULATIONS

VERSION 1

1 JANUARY 2026

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MSA NR PRE-1980 HISTORIC SPRINT SALOON 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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1. ETHOS OF HISTORIC RACING IN SOUTH AFRICA

- 1.1. To promote and preserve era correct historic racing saloon cars in South Africa.
- 1.2. In the effort to stay historically correct for the period we will use the [FIA Appendix K](#) as our guideline.
- 1.3. To ensure and promote free and fair competition.
- 1.4. To encourage new and existing members to compete.
- 1.5. To preserve and promote the spirit and heroes of South African saloon car racing.
- 1.6. To ensure cost effective participation.
- 1.7. To provide entertainment for spectators and value for money for sponsors.
- 1.8. To ensure a reasonable level of safety and promote safe driving standards.
- 1.9. To encourage international participation at international events.
- 1.10. To respect and abide by the decision of the empowered officials.
- 1.11. To compete in the HRSA Regional Championship, a competitor will have to be a member of the HRSA.
- 1.12. To include "Invitation Cars" that have true Racing Pedigree but may not comply with the Regulations. These cars will not be eligible for Championship Points and may enter no more than 3 Events per Annum

2. CONTROLLERS

- 2.1. The controllers of the Motorsport South Africa Northern Regions Sprint Club Championship for Pre 80 Historic Saloon Cars shall be Motorsport South Africa (hereafter referred to as MSA), and the MSA Historic Motorsport Commission, (hereafter referred to as HMC). 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. The HMC may delegate any or all of their control to Historic Racing South Africa ("HRSA") for the Northern Regions Sprint Championship and the relevant Club in other Regions.
- 2.2. These regulations are drafted by the Historic Motorsport Commission (HMC) in consultation with Historic Racing South Africa, Midvaal Historic Car Club, Retro Racing South Africa, Border Motorsport Club, Algoa Motorsport Club, and Western Province Motor Club for final publication by Motorsport South Africa (MSA).

3. ELIGIBILITY OF COMPETITORS

- 3.1. The following eligibility for cars shall apply:
Saloon Cars introduced before 31st December 1979 and that comply with the HMC National Technical Regulations for Historic Saloon cars
- 3.2. The HRSA shall draw up lists of all cars competing in the Northern Regions Sprint Championship and allocate vehicle numbers for the HRSA Categories. No two cars will be allowed to have the same number allocated in the series.
- 3.3. Only cars that have a valid HTP that has been registered with the club shall be eligible to compete in the MSA Northern Region HRSA Club Championships. The last page of the HTP (declaration) must be copied annually after compliance approval and a copy forwarded to the club chairman. A change in ownership of the car requires a note on the HTP of the new owner and date of ownership, a new copy must be submitted to the club chairman.
- 3.4. Drivers must hold a current and valid MSA club circuit car licence that is applicable to this series. MSA historic racing licences can be obtained by making application to MSA.

4. SPONSORS EXPOSURE

- 4.1. 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. HRSA have sole right to the roundels on the doors.
- 4.2. 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.
- 4.3. The amount of advertising coverage on a vehicle is free.



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5. INCIDENTS ON TRACK

- 5.1. 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 61 applies.
- 5.2. The HRSA Code of Driver Conduct shall apply to this series.
- 5.3. The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.
- 5.4. 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.
- 5.5. 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.
- 5.6. 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 two yellow cards, the second yellow automatically becomes a red card.
- 5.7. 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 pit lane for heat 2. Should the following meeting be an endurance race where double points are normally scored, the competitor will only score half points for the final position obtained.
- 5.8. 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. Should the next heat be an endurance of 1 race only, see 5.6 above.
- 5.9. Yellow and/or Red cards may be issued by the HRSA Saloon 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.
- 5.10. The competitor has a right of appeal to the HRSA Saloon 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.

6. AIM OF THE CHAMPIONSHIP

- 6.1 HRSA Racing will consist of the following Sub-Categories of Historic Racing South Africa.
 1. Pre 1980 Historic Saloon Cars
 2. Pre 1999 Classic Saloon and GT Coupes
 3. Pre 1990 Touring Cars
 4. Historic Touring Cars
- 6.2. The objective of the Championship will be for the Categories to compete together in Time Based Classes with the aim of declaring a Club Historic Champion as follows provided there are 6 starters per event:
 - 6.2.1 2026 HRSA Club Index of Performance Champion.
 - 6.2.2 2026 HRSA Club Sprint Champion
 - 6.2.3 2026 HRSA Club Overall Champion
- 6.3. The Championships will be run over a minimum of 6 rounds (events) per annum. Should more than **5** rounds be held, each competitor's lowest scoring round (event) will be disregarded when calculating the final championship standings.
- 6.4. The minimum sprint race distance shall be 30 kilometres.
- 6.5. 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.
- 6.6. The grid for race one of a round will be determined by qualifying times in official practice.
- 6.7. 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, with the approval of the CoC, 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.
- 6.8. 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.



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- 6.9. No on-board timing devices or radio communication is allowed in competitors' cars. Pit Lane signalling is permitted. This includes cell phones or any handheld device that can be used as a timing device.
- 6.10. Points will be scored in classes on the following basis for each race: 1st 10 points 2nd 9 points down to 1 point for 10th
- 6.11. 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.
- 6.12. Subject to clause 6.13, 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.
- 6.13. 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:

3 Cars	2 Cars	1 Car
1 st = 9 points	1 st = 8 points	1 st = 7 points
2 nd = 8 points	2 nd = 7 points	
3 rd = 7 points		

- 6.14. Index of Performance
Points scored per heat (If only 1 heat, double points will be awarded)

1st: 10 points

2nd: 9 points, and so down to 1 point for 10th

Index calculation

$$\frac{FL}{IOP\% = (RT - Cred) / L \times 100}$$

IOP % = Index Of Performance in percentage

FL = Fastest Lap

RT = Race time

Cred = Credit of 0,5sec per grid row (1st row 0 sec)

L = Laps completed

- 6.14.1 Because of the credit mentioned above, a competitor may want to qualify slower to get more credit, and therefore more time deducted from his (or her) race time, which will result a better index %. Therefore, if a competitor goes 2,5 sec faster in the race than in qualifying, he (or she) will be disqualified immediately. If a competitor experiences a problem during qualifying, he (or she) can report this to the scorer, and he (or she) will NOT be disqualified but will get NO credit on the grid.

This disqualification will only be applied in Heat 1, not in Heat 2



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- 6.14.2. To classify for Index, a competitor must cross the finishing line at the end of the race (he (or she) must get the checkered flag) So, if a competitor breaks down on lap 9 (of 10) and stop, he (or she) will be classified as a finisher (66% of the race) but his (or her) index will not be calculated. If he (or she) only slows down and complete 9 laps and crosses the finishing line at the end of the race, his (or her) index will be calculated. If a competitor gets excluded in Heat 1, he (or she) will also be excluded from the overall index results.
- 6.15. In the case of a 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 still remains, MSA shall declare a winner on such basis as it deems fitting.
- 6.16. For any Northern Region Regional 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.

7. VEHICLE CLASSIFICATION

- 7.1 The final decision as to the classification type of any vehicle shall rest with the HMC, which shall be entitled to make that decision in consultation with HRSA. Aspirant competitors are strongly advised to consult with the MSA HMC Technical Consultants (hereafter referred to as a TC) regarding compliance with the Technical Regulations prior to starting their investment programme. The HMC Sporting Workgroup committee shall, upon submission of an HMC Historic Technical Passport (hereafter referred to as an HTP) by the competitor, determine the category in which such vehicle shall race in the Championships.
- 7.2 No car shall be permitted to race in the Championships unless the owner/competitor has a valid HTP approved by the relevant TC and is registered with the Club.
- 7.3 Competitors will be required to complete a HTP for every vehicle to be raced, and on which full details of engine, gearbox, suspension, lightweight panels, wheel sizes, etc. and any other information required by
- 7.4 the MSA HMC, shall be recorded. Competitors will also be required to use the new type MSA Scrutineering/Logbook.
- 7.5 Any competitor whose vehicle is found by the TC to differ in specification from his/her HTP and/or logbook will be requested to make the necessary changes before the following race meeting and the car has to be presented again for inspection.
- 7.6 Should a competitor be requested in writing by the TC to make any changes to the vehicle, including its appearance or colour scheme, and 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.
- 7.7 It is the competitor's responsibility to ensure that the HTP reflects the cars current status at each race meeting. If the car at a race meeting is found to differ in any way from the HTP then MSA GCR Part VIII Penalties Clause 176 Penalties for Technical Infringements will be invoked.

8. CLASS STRUCTURE

- 8.1. All competitors will race in time classes as published by HMC from time to time for each circuit. Time classes will be issued as an Appendix A to these regulations. These time classes shall also include immediate break times.
- 8.2. The relevant Club committee shall determine the class in which a new car / driver or a revised car / driver combination shall compete. This includes Vehicles which have changed ownership. The competitor shall remain in that class until the competitor has set a timed lap in qualifying, thereafter they will be placed in the relevant class.
- 8.3. A competitor may at any time, after two events have passed in which the competitor has participated and failed to attain the allocated class times, apply to the relevant club committee in writing with supporting documentation, to change a vehicle from a higher class to a lower class (e.g., from Class E to Class F).
- 8.4. 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.
- 8.5. A Competitor shall not be allowed to change his vehicle on a race day without permission from the relevant Regional HRSA Technical Committee in writing. The HRSA Technical Committee has the right to determine if such a change warrants a class change under rule 8.2 above. A new Car/Driver combination shall be scored



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as a new competitor. Scoring is done as per car/driver combination. No two cars may have the same number in one category.

- 8.6. In the event that a competitor outperforms the class, to which the driver/car has been allocated, by lapping at least 0.10 seconds faster than the class break out lap time, on any single race lap at an event (inclusive of and not limited to sprint races, endurance and any other race) the competitor will be penalised by the amount of time by which the competitor outperformed the lap time limit, times the number of laps in the race, times 1.5, rounded up to the nearest sec with a maximum of 30 seconds.
- 8.7. If a competitor laps at least 0.10 seconds faster than the immediate break out time for his class, on any official lap at an event, whether in qualifying or in a race, the competitor will be moved up a class immediately. If the breakout occurred during qualifying or in the first race, the competitor will be moved to a suitable higher class and points scored for the day will be in the higher class. If the breakout occurred in the last race of the day, the penalty as in rule 8.6 will apply and the competitor will be moved up to a suitable class for the next event, he/she competes in. This move may be advised verbally by the committee member appointed by the club for the duty.



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APPENDIX A - HRSA DRIVER CODE OF CONDUCT

1. INTRODUCTION

The rising cost of accident repairs has become a significant factor in racing. Many of the cars are aging, increasing in value, and harder to repair due to the scarcity of parts. This makes the financial and historical stakes of racing higher than ever.

This document sets out the standards of racing etiquette designed to:

- Reduce unnecessary damage and repair costs.
- Promote professional, safe, and competitive racing.
- Protect the integrity of the cars and the spirit of the competition.

All vehicle contact is considered highly undesirable. The committee and officials reserve the right to inspect cars before and after each event and may request written explanations for visible damage.

SSR 61 clearly states that a written Incident Report must be in the hands of the Clerk of the Course within 30 minutes of the finish of the race where contact occurred or a vehicle was forced off the track.

Our aim is to foster fast, competitive motorsport where success is earned through skill and intelligence. We want to deliver exciting, fair racing that entertains spectators, gives sponsors value, and ensures long-term enjoyment for competitors.

2. PROTOCOL

The opening two or three corners are critical. This is where there is the greatest risk of collisions.

Drivers must remember:

- We are in the business of entertainment; the race only ends at the chequered flag.
- Crowding, blocking, or baulking—whether in corners or on straights—is unacceptable.
- Drivers are expected to complete the circuit without contact.

When entering corners side by side, both drivers are expected to negotiate the section cleanly, without aggression or excessive defence. Early-race collisions caused by over-optimistic braking or overtaking will not be tolerated.

3. RACING DETAIL

3.1 Close Proximity

It is normal for a challenger to run close behind, inside, or outside a leading car. Once a challenger is alongside, the following rules apply:

3.1.1 Straights

- The lead car may not change direction to block if any part of the challenger's front is ahead of the lead car's rear.
- Breaking the tow is permitted if there is no overlap.
- Once in the braking zone or corner exit, the lead car must hold a line if a challenger is close.

3.1.2 Braking Zone (Not Alongside)

- If the challenger is behind, the lead car may choose a line (left, center, or right) before braking.
- Changing direction during braking is prohibited as it causes baulking and potential contact.

3.1.3 Braking Zone (Alongside)

- If the challenger is alongside in any way (nose ahead of the lead car's rear), the lead car may not change direction to block—even before braking begins.

3.1.4 Turn-In (Alongside – Nose in line with or ahead of B-pillar)



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- If the challenger is alongside at turn-in, both drivers must leave each other racing room for the entire corner.
- 3.1.5 Turn-In (Behind B-pillar)
 - If the challenger's nose is behind the lead car's B-pillar, the challenger must yield.
 - In this situation, the challenger bears 90% responsibility for avoiding contact; the lead car holds 10%.
- 3.1.6 Mirrors
 - All lead cars must have correctly adjusted mirrors to maintain awareness of challengers. Lack of mirrors is the driver's responsibility.
- 3.1.7 Corner Exit
 - If cars are alongside, the inside driver must not drift wide under power and force the outside driver off.
 - The outside driver may not hold an unnecessarily tight line.
- 3.1.8 Rear Contact
 - Any rear-end contact is always the fault of the challenger.
 - Contact with the lead car behind the B-pillar is also the challenger's fault if the lead car is following the rules.
- 3.1.9 Overly Aggressive Moves
 - "Y" or "T-bone" impacts show reckless or intentional contact. These are the challenger's fault if the lead car is observing the rules.
- 3.1.10 Responsibility
 - The challenger carries the main responsibility for a clean overtaking manoeuvre.
 - If the challenger makes no effort to brake or take evasive action, fault will lie with them.
- 3.1.11 Lapping Cars
 - Being lapped: Stay on the racing line and avoid baulking faster cars.
 - Lapping: The faster car must not cut across a lapped car until fully clear. Contact will be deemed the faster car's fault.
- 4. QUALIFYING
 - This is not a race. Do not intimidate or block others.
 - Find a clear track for your fast lap.
 - On warm-up, cool-down, or non-qualifying laps, stay off the racing line and yield to those on timed laps—even if it means slowing down or briefly accelerating through a corner to get out of the way of a qualifying car.
- 5. WARM-UP LAPS
- 5.1 Practice Sessions
 - Do not weave excessively. It is dangerous and ineffective.
 - Build tyre temperature through braking, acceleration, and cornering.
- 5.2 Pre-Race
 - First lap: Heat brakes and tyres with firm acceleration and braking. Gentle weaving is ineffective.
 - Second lap: Close up the grid and find your position. Weaving is prohibited.



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6. ROLLING STARTS (SSR 39)

- Do not improve your starting position, even if there are gaps.
- Leave only one car length to the grid slot ahead (not the car directly in front).
- The pole car must hold the speed of the pace car (maximum 100 kph).
- No acceleration until lights go out/flag drops.
- Do not overtake the pole car before crossing the line.

7. SAFETY CAR (SSR 45)

When deployed:

- Slow down immediately and form a single file behind the safety car.
- Maintain 1–3 car lengths from the car ahead.
- Do not overtake the safety car unless you are waved through.
- Overtaking is prohibited until passing the green flag at the start.

8. PURSUIT

The same rules apply to pursuit, with the addition of the following rule: Blocking a faster competitor is not allowed.

9. CLOSING NOTE

These guidelines are designed to improve racing standards, protect valuable cars, and ensure the enjoyment of all participants. By driving with skill, discipline, and respect, we can achieve cleaner, more competitive, and more entertaining racing for everyone.



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APPENDIX B – FLAGS

FLAG	NAME	ACTION
	Green	Start of race End of caution Pit lane open
	Yellow	Standing – a situation exists that warrants your attention and caution. Exercise Caution! NO PASSING from the point where the flag is displayed until you have proceeded safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty
	Waved Yellow	A hazardous situation exists that warrants your attention and extreme caution. SLOW DOWN AND NO PASSING. Be prepared to deviate from your driving line and be prepared to stop. Passing is prohibited until safely past the cause(s) of the yellow flag. Failure to adhere to these rules may result in a penalty
	Doubled Waved Yellow	Double – when you see a station displaying two yellow flags, A FULL COURSE YELLOW exists. NO PASSING, a safety car may be used.
	Surface	Debris or fluid on track (road courses only)
	Blue	Faster vehicles approaching
	White	Slow moving vehicle ahead
	Black with Orange and number	Mechanical problem Unsportsmanlike conduct Return to the pits
	Black	Return to the pits Disqualification
	Chequered	End of session



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APPENDIX C – BREAKOUT TIMES

	Zwartkops		Dezzi	
Class	Break out	Immediate break out	Break out	Immediate break out
A				
B	67,1	66,7	76,9	76,2
C	69,4	68,7	79,6	78,8
D	71,7	70,6	81,5	80,3
E	74,2	73,1	84,4	83,1
F	77,2	76,0	87,8	86,5
G	80,3	79,1	91,3	89,9
H	83,5	82,2	94,9	93,5
	Red Star clockwise		Red Star anti-clock	
Class	Break out	Immediate break out	Break out	Immediate break out
A				
B	123,5	122,4	126,1	124,9
C	127,8	126,7	130,5	129,3
D	132,6	130,6	135,3	133,2
E	137,3	135,2	140,1	138,0
F	142,8	140,6	145,7	143,5
G	148,5	146,3	151,5	149,2
H	154,4	152,1	157,6	155,2