



# **MSA NATIONAL POLO CUP SPORTING REGULATIONS**

**VERSION 1**  
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**[WWW.MOTORSPORT.CO.ZA](http://WWW.MOTORSPORT.CO.ZA)**

## 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

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## **INTERPRETATION**

- I. "SEASON": Is defined as, from circuit closure for round 1 until completion of the final round.
- II. "CIRCUIT": Means a permanent or temporary track.

## **1. REGULATIONS**

All qualifying races will be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa (MSA), these regulations, the Supplementary Regulations and Final Instructions issued by the Promoters, and the applicable Recognition Form A.

## **2. AIM OF THE CHAMPIONSHIP**

- a) To declare a SA National Polo Cup Champion and a SA National Polo Cup Masters Champion.

## **3. CONTROLLERS OF THE SERIES**

- a) MSA shall have overriding authority in all aspects of the series. Volkswagen Motorsport shall be responsible for the normal administration of the series, subject to the aforementioned.

## **4. ELIGIBILITY OF VEHICLES**

- a) All vehicles must comply with the Recognition Form A issued by Volkswagen Motorsport and any amendments thereto. It is the competitor or entrants responsibility to ensure the competitors vehicle is compliant. No modifications or deviations from the above are permitted. Refer GCR 226 – "**what is not specifically permitted is disallowed**". Notwithstanding GCR 176 any technical infringement found during a technical inspection following a qualifying session or any race will result in exclusion. Where cars are not compliant due to missing parts as a result of accident damage the Clerk of the Course and Technical Consultants may use their discretion – which is not protestable. The normal penalties which apply to exclusion will apply.
- b) The series is open to all Polo Cup cars constructed by VW Motorsport. The Polo Cup Car is based on the four-door series production car but is constructed using a new body shell and includes the roll cage and chassis strengthening as required.
- c) The body shell including roll cage and all chassis strengthening must be as supplied by VW Motorsport or the appointed builder. All mechanical, suspension and running components must comply with the current Recognition Form A.
- d) Polo Cup cars constructed by any party other than VW Motorsport are not eligible to compete in the series, other than in the case of a rebuild following an accident. Only bodyshells prepared by VW Motorsport shall be permitted in this instance and the rebuilt car will be subject to inspection and approval by the Polo Cup Technical Consultant before the car may compete in the series.

## **5. ELIGIBILITY OF DRIVERS**

- a) No drivers will be eligible to compete unless they are fully paid-up members of the Polo Cup Association which will be managed by VW Motorsport and its appointed staff members or contractors.
- b) National competition licences for the Polo Cup Class will only be issued, to fully paid-up members of the Polo Cup Association in compliance with the provisions of MSA Circuit Racing SSR1, with the exception that approved competitors may be permitted to obtain licences from 01 January of the year in which they turn 15 years old, regardless of when their birthday falls. The approval of such competitors shall rest with the controllers of the series, working in conjunction with their appointed Series Clerk/s of the Course and having satisfied themselves as to the competitor's competence and previous racing experience.
- c) The polo Cup Championship will be open to drivers who comply with MSA's regulations pertaining to minimum age. A separate "Masters" class will be included and will be scored separately and recognised as a National Champion class. The age group for Masters will be the year a competitor turns 50 and older. Competitors competing in this class may not score towards the Polo Cup National class and must be in possession of a National Circuit Car licence.
- d) Any driver wishing to partake in the last 3 rounds of the Championship must have competed in a minimum of 50% of the Championship to date. Any driver who has not competed 50% as above may apply to Volkswagen Motorsport in writing for permission to race. If in the opinion of Volkswagen Motorsport, it is in the interest of the series and/or Motorsport in general, permission may be granted to compete but such entries will be required to start all heats from the back of their respective grids.  
Any Volkswagen Motorsport exchange program drivers from other countries will not be considered as per above and may take up their grid position as per normal but will score NO points towards the championship.

- e) Any driver or entrant found guilty of having brought the series into disrepute may have their membership of the association suspended or even terminated by Volkswagen Motorsport, subject to the competitor's normal rights of appeal to MSA.

## **6. PIT AREA**

It is desirable that all Polo Cup entrants and competitors pit together in the area designated by the race organisers. No spraying of additional water or any other liquids are allowed onto radiator and intercooler systems.

## **7. SCORING OF THE SERIES**

- a) The series winners will be the competitors with the greatest number of points scored as at the completion of the last race in the series.
- b) A minimum number of 6 starters is required to declare a Champion in both classes. Refer GCR 230.
- c) All scheduled races shall count towards the final championship standings.
- d) Points will be scored per race as follows:

### **Points Scoring for both Championships:**

20 points – 1 <sup>st</sup> place	8 points – 10 <sup>th</sup> place
17 points – 2 <sup>nd</sup> place	7 points – 11 <sup>th</sup> place
15 points – 3 <sup>rd</sup> place	6 points – 12 <sup>th</sup> place
14 points – 4 <sup>th</sup> place	5 points – 13 <sup>th</sup> place
13 points – 5 <sup>th</sup> place	4 points – 14 <sup>th</sup> place
12 points – 6 <sup>th</sup> place	3 points – 15 <sup>th</sup> place
11 points – 7 <sup>th</sup> place	2 point - 16 <sup>th</sup> place
10 points – 8 <sup>th</sup> place	1 point – 17 <sup>th</sup> place
9 points – 9 <sup>th</sup> place	

### **Bonus Points**

#### **Qualifying**

One point for fastest lap in qualifying for Polo Cup competitors only.

Bonus points excludes top 6 shoot-out that happens after qualifying.

### **Fastest lap in races**

1 Point for each race will be awarded, for fastest lap in each race. The point allocated for fastest lap will only be allocated to competitors who are classified finishers and without any race penalties. The fastest lap point will be awarded to the fastest competitor. Should 2 or more competitors post identical times for fastest lap, one (1) point will be allocated to the competitor that has posted the fastest lap first.

## **8. CHAMPIONSHIP FORMAT**

- a) The Controllers (VW Motorsport) reserve the right to run a format consisting of two or three races at any given event.
- b) Two races formats:  
Shall generally be a minimum race distance of 24km per race when equal length races are run.  
Unequal length races may also be run, in which case Race 2 will be longer than Race 1.  
A longer race 2 can be 45 minutes with a compulsory safety car period.  
Pole position for race 2 will draw the time and number of laps that the safety car will be deployed.  
Example: 25minutes into the race and stay out for 2laps.  
There will be multiple envelopes to draw from. Content of envelope will not be disclosed on the grid.
- c) Three races formats:  
Races 1 & 2 will typically be shorter races and can be run 'back-to-back'.  
Should Race 1 and 2 be run "back-to-back", competing cars will proceed straight to the grid after Race 1 where they will be held in parc ferme conditions. Any penalties resulting from Race 1, when races 1 and 2 are back-to-back, will only be applied at the end of race 2.  
One crew member per car will be permitted onto the grid to attend to minor repairs, subject to approval from the Clerk of the Course or Technical Consultant. Any car needing a wheel change or more major repair work will be moved to the pits and required to start Race 2 from pit lane.

**9. ONE CAR PER MEETING**

- a) Other than in the case of clause 9 (b), each competitor may only qualify and race one identified car at each race meeting. No substitute cars will be allowed after the commencement of the official qualifying session.
- b) Should a vehicle be extensively damaged (bodywork, not mechanical) beyond immediate repair during Qualifying or any of the races, the Technical Consultant together with the Clerk of the Course, may give permission for a substitute vehicle to be used. In this instance, the competitor will start from the back of the grid for all races.

**10. SERIES SPONSORS, SUB SPONSORS ADVERTISING**

Refer GCR 246

- a) All competitors must ensure that the relevant advertising decals are affixed to the vehicle in the nominated positions. Clear specifications concerning the positioning of these decals will be issued to each registered competitor not later than two weeks prior to the first race of the season. Refer Recognition Form A – decals. Any changes to these arrangements will be notified to drivers by means of a bulletin.
- b) Any vehicle not displaying all the specified decals in the correct positions may be precluded from participation in all official sessions (practices, qualifying and the races)
- c) The official series sponsor's cap must be worn for all post-qualifying and post-race television/livestream interviews.
- d) Competitors whose personal sponsor/s would be in conflict with the series sponsors and/or sub-sponsors must first obtain the written permission of the committee to affix any such conflicting decals to their vehicles. Refer GCR 247.
- e) All drivers are to carry the required Series Sponsor badges on their race suits for both Friday and Saturday. The badges required as well as their position will be communicated separately in a circular not later than two weeks prior to the first race of the season.
- f) Any non-compliance with Article 10 (a-e) or Recognition Form A (Article 45), could result in a fine of not less than R10 000. GCR176 i) a) or excluded by the Clerk of the Course, acting on the recommendation of the Technical Consultant.

**11. PRACTICE/TESTING**

Practice for the Polo Cup series is limited to 3 hours between events and respecting the following:-

- a) Competitors must nominate their practice circuit for the season on their Polo Cup Membership application form. Competitors are allowed, one (1) Joker, to practice at one other circuit during the season.
- b) Practice at the circuit hosting championship rounds of the Polo Cup series will close at midnight on the Saturday one week prior to the date of the scheduled round. Competitors may only practice if the series has made provision for a 30 minute (maximum) session on the Thursday afternoon preceding the race weekend. Competitors may not practice in the week of the race meeting in any other vehicle. Circuits may not be hired for exclusive use of Polo Cup in that week. If a competitor is found in breach of 11. a) or b) a 10 place grid penalty will apply for all races applicable to the specific race weekend.
- c) With Reference to Article 11 b), the Association reserves the right to allow additional practice which will be notified by way of a Circular issued by Motorsport South Africa.
- d) At the sole discretion of the COC, new competitors (1<sup>st</sup> year), may be granted additional practice time.
- e) Practice sessions which form part of a race weekend will generally be a total of 60 minutes, split into 3 or 4 sessions held on the day before the races take place.
- f) Competitors will be allowed 6 hours practice time, out of season. Automatic 3 hours available after the last round. The additional 3 hours must be requested from VW Motorsport Technical Consultant before the start of the next season.

**12. TIMING TRANSPONDERS**

- a) No competitor may take part in any practice session, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her vehicle.
- b) In instances where MSA has approved the use of an alternative timing system, transponders may not be required.
- c) The transponders must be mounted in-line with the roll cage (main hoop) between the rear side window glass and the roll cage. Volkswagen Motorsport may supply brackets for the fixing of transponders which will be compulsory. **Note: The roll cage may not be drilled into (for rivets) or welded on. Permanent transponders must be mounted in the same position either on the rollcage or on the floor.**
- d) If no transponder was fitted to the car, that competitors data (fastest lap) gets shared to all teams.

### 13. DRIVERS BRIEFING

All drivers are required to attend the drivers briefing that is held at each event.

- a) Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised 5 grid positions for Race 1 at the discretion of the COC.
- b) Lateness will result in the offending competitors/s being levied an amount of up to R500-00 each, payable to the Association.
- c) An attendance register will be kept by the COC.
- d) Drivers briefings may be held electronically.

### 14. GRID POSITIONS – QUALIFYING FORMAT

Refer SSR 27, 28 & 29

- a) There shall be one qualifying session at any scheduled race meeting. This qualifying session shall generally determine the starting grids for the races with a top 6 shootout for race 1 (Polo Cup Only). The session will be 30 minutes in duration and split into three sessions. Session 1 for Polo Cup (10minutes), Session 2 for Masters (10 minutes) and Session 3 Superpole (10 minutes). Should either of these group's sessions be interrupted by a red flag, no compensation or change to the grid as it is run will be entertained. Competitors will however be given their allocated time to qualify. Qualifying will generally take place on Friday and a warmup will be scheduled for Saturday morning.
- b) Race 1: Fastest lap in Qualifying in a 2 or 3 race format.  
Top 6 will participate in a Superpole shootout.  
Race 2: Fastest lap in race 1 for a 2 & 3 race format.  
Race 3: Second fastest lap from Qualifying.

At the discretion of the COC, any competitor posting lap times slower than 102% of the fastest lap, may be placed in the "Masters" grid for race starts.

- c) The top 6 competitors who participate in the Superpole will weigh their cars after the initial part of qualifying and will be held in Parc Ferme until the start of Superpole. Cars waiting to start Superpole are deemed to be in Parc Ferme conditions and no work is allowed other than tyre pressure adjustments. One person per car will be allowed into Parc Ferme to adjust tyre pressures and provide the driver with a bottle of water which is limited to 500ml.
- d) Polo Cup and Polo Cup Masters will have separate grids. The Masters Class will form up with a 2-grid slot gap and have separate set of start lights which will be a minimum of 3 seconds and a maximum of 15 seconds after Polo Cup has started.
- e) Any competitor not posting a lap time will be placed at the back of the grid for race 1 in a 2-race format, and race 1 & 3 in a 3-race format.
- f) Any competitor excluded from qualifying due to a Technical Infringement by the Clerk of the Course will be required to start as follows:  
2 Race format – Race 1, back of grid  
3 Race format – Race 1 & 3, back of the grid

### 15. STARTS

Start procedures will be as SSR38, 40, 43 & 45.

Should a race be red flagged after 2 laps have been completed, the race will be restarted behind the safety car in single file.

No overtaking permitted until passing the green flag at the start/finish line.

Push to Pass MAY NOT be used on lap 1 of a race and will result in a 10seconds time penalty.

#### Jumpstart:

Should a vehicle move after the lights have come on but before the lights go out it will be considered a Jump start, if the vehicle comes to a complete stop before the lights go out it is a 10 sec penalty.

Should the vehicle continue moving after the lights have gone out then the standard penalty as per SSR38 will apply. (30 sec penalty)

## 16. DRIVER CONDUCT

### General

- Dangerous / reckless driving can result in a penalty.
- Only the competitor, entrant and guardian if under 18 are allowed in a hearing.
- A driver will be judged to have left the racetrack if no part of the car remains in contact with it. For the avoidance of doubt, any white line defining the racetrack edges are considered to be part of the racetrack, but the kerbs are not.

Refer SSR's 46 to 66 (where applicable).

- a) Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders. Each case will be reviewed separately. If a competitor loses 2 places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
- c) **"Close proximity" - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.**
- d) The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner.  
(Eg. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner:  
Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (e.g., from a left-hand corner to a right-hand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.)
- e)
  - i) Push to Pass: Drivers using PTP must take extra care when making an overtaking manoeuvre as closing distances are amplified. The defending car must also be aware that the cars behind might be using PTP and take extra care when defending.
  - ii) Mirrors: Should a competitor's mirror be folded in; the onus is on the competitor to take extra care when involved in overtaking manoeuvre. (Excuses such as my mirror was folded in, and I could not see behind will not be excepted. A competitor with a folded mirror should leave enough room for both cars to take the corner without contact).
- f) **Straight Line racing and Sweeps**
- i) If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.
- ii) 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.
- iii) **Attention is drawn to rule 16e in regards to rule 16f, i & ii.**
- iv) Remembering, once the lead car has defended by changing direction, the lead car may not make a 2<sup>nd</sup> change of direction.

Example of Sweeps:

- Cape Town:
  - T5 to start line
- Zwartkops
  - T3
- Scribante
  - T4
- East London
  - T2 (Rifle)
  - Right hand sweep into the Esses.

- Redstar (clockwise)
  - Between T6 and T7
  - T10
- Kyalami
  - Right hand Sweep after the line

g) **Entering the Corner (Phase 1)**

- i) Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 16f).
- iii) Once the lead car has entered the braking zone with a car in close proximity, the lead car **may NOT change direction to block/crowd the challenger**. *(E.g., A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).*
- iv) 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 between the two vehicles would be deemed the fault of the lead car.

h) **Middle of the Corner (Phase 2)**

- i) If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. (Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.
- ii) It must be remembered that the lead car has to and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- iii) If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- iv) If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).
- v) If the Outside cars front bumper is passed the B pillar of the inside car at the turn in point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- vi) If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.
- vii) Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- viii) Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
- ix) The ‘Y’ or ‘T’ bone by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
- x) The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the **corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**



I) **Exiting the Corner (Phase 3)**

- i) From the “apex” out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
- ii) This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car.  
At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.

J) **The Process for Reviewing Incidents and Applying Penalties**

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Video footage and data, on a removable drive/memory stick, MUST BE submitted with the incident report. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit. An incident report shall not place any obligation on the race officials to formally investigate the incident reported or to call a hearing in this regard. Competitors wishing to ensure that an incident is formally investigated should therefore exercise their rights of formal protest.

The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

- i) Volkswagen Motorsport reserves the right to set up a “Driving Standards committee” who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the clerk of the course.
- ii) The COC may issue any penalty at his discretion:  
Examples of penalties, but not limited to:  
Observation,  
Receiving a warning,  
Position penalty,  
A time penalty  
Grid penalties for the next race / race meeting.  
Exclusion  
Yellow / Red Cards
- iv) **Should a competitor fail to attend a hearing, having been called by the COC to attend, and has not excused themselves with a valid reason from the hearing, the hearing may continue without the relevant competitor present.**
- v) The clerk of the course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:
  - A driver receiving a yellow card will be required to carry an extra 20 kg of ballast for the next one (1), two (2) or three (3) races (heats), depending on the severity of the offence, as well as during official Qualifying where applicable.
  - No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course. (Except see 16J, iv.)
  - A yellow card shall have the effect of placing a competitor’s driving conduct ‘under observation’ for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
  - A competitor racing ‘under yellow’ shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
  - If a competitor is found guilty of an offence while ‘under yellow’ he/she may, following a hearing, be issued with a red card.
  - Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
  - The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.

- In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
- 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 (and the right of subsequent appeal).
- Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214-.
- Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

## **17. NUMBERS**

Refer GCR 249

- a) Numbers will be allocated by the Polo Cup Association, and these may not be changed without permission. Numbers 1 – 10 will be reserved for the top 10 from the previous championship.
- b) No competitor may take part in any of the official practice sessions of any race meeting without his or her competition number correctly affixed to his or her vehicle – Refer Recognition Form A - Decals.
- c) Numbers 11-99 will be available to all competitors. Triple digit numbers will be reserved for exceptional circumstances, as triple digit numbers may pose a problem for the timekeepers.

## **18. FUEL and OIL**

Refer GCR 240

- a) Only fuel specified or supplied by the series may be used.
- b) The Technical Consultant may at any time during a race meeting, in consultation with the Clerk of the Course, drain all the fuel from a competitor's car and replace it with controlled fuel.
- c) No fuel may be added to competing vehicles during the official qualifying session.
- d) A minimum quantity of five (5) litres must be able to be drained from any vehicle following the completion of the official qualifying session and after the completion of each race, for analysis purposes.
- e) Fuel samples may be taken at any time during a race meeting.  
Fuel samples are measured by using a fuel tester. DIGATRON Model: DT-64 DSPL  
A master sample will be taken from the nominated fuel collection point.  
Fuel sample reading taken from competitor vehicle, must be the same as the master sample with a tolerance of plus/minus 5 (five).
- f) Distribution of fuel collection points will be communicated by means of the Drivers Bulletin.

## **19. TECHNICAL CONSULTANT**

- a) The appointed Technical Consultant or Consultants will attend all Polo Cup events to ensure continuity of all technical aspects.
- b) The Technical Consultants (or his nominated deputy) has the right at all times, in consultation with the Clerk of the Course, to refuse to allow any car considered to be unraceworthy to participate in any practice session and/or qualifying session and/or race.
- c) For the purposes of tyre marking, controlled fuel changes etc. the T.C. will only operate in the main Polo Cup pit area or official Parc Ferme. Any competitor not pitting in this area must make his/her car available to the T.C. for tyre marking and controlled changes at least forty-five minutes before the advertised start time of any official qualifying session or race. A grid penalty will apply at the discretion of the COC and TC.

## **20. TECHNICAL INSPECTIONS**

- a) The Technical Consultants, in conjunction with the Clerk of the Course, will carry out all post-qualifying and post-race Technical inspections.
- b) The Technical Consultants, in conjunction with the Clerk of the Course, may designate an area as an additional 'Parc Ferme' for the technical inspections to be carried out. He will be in control of policing this area as per GCR 252.
- c) The Technical Consultants, in conjunction with the Clerk of the Course, may seal any vehicle or components thereof as per GCR 252 (vi) and remove them to an alternate venue specified by the Clerk of the Course for further specialised inspections. These inspections will be carried out under the control of the Technical Consultants with the competitor or his/her nominated representative present.

- d) As no travelling expenses will be paid by VW Motorsport, competitors may elect to utilise the services of a third party to represent their interests at a post-race technical inspection. VW Motorsport will, on request, provide a competitor with the names of independent people who could be used as possible options in this regard. Should any irregularities be found during the technical strip, the strip will immediately be suspended and all parts sealed. The competitor will be contacted and offered the opportunity to be present at the continuation of the strip at his/her own expense. Alternatively the competitor may elect that the technical inspection continue with his/her appointed representative being present.
- e) In addition to the above a pre-race meeting technical inspection will take place generally in the pit area. Competitors are to ensure that their vehicles comply with the regulations in every respect. Should vehicles have missing decals or are not technically compliant they may be prohibited from taking part in official sessions (practices, qualifying and races).
- f) The TC has the right to collect both dash and ECU data during a race weekend. Such data that remains in the possession of the TC will be considered to have been held in Parc Ferme conditions and may be used should anything arise from its closer inspection. The TC may request a technical penalty to be imposed based solely on the evidence of the data within 7 working days after the event.

## **21. TECHNICAL PROTESTS**

Where a protest based on the technical regulations and specifications is lodged, the protestor must be prepared to submit his vehicle to the Technical Consultant for similar technical checks to those outlined in his/her protest to be carried out on his/her own vehicle.

## **22. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS**

The Controllers reserve the right to amend, alter or introduce additional regulations if deemed necessary during the course of the championship. Any such amendment, alteration or additional regulation will only come into force once published in an official MSA bulletin/circular.

**TECHNICAL REGULATIONS – to be read in conjunction with the Sporting Regulations published separately as Recognition Form A.**

## **23. MINIMUM WEIGHT/SCALES**

- a) It is compulsory to weigh your car when entering the pits during Qualifying and after all Qualifying sessions and races except when involved in Superpole, Refer 14 c).
- b) In a situation where the scales are rendered inoperable and or unusable, in the interest of the sport, the COC and the TC will make the final decision on how the event will proceed.
- c) The minimum weight of any car as it crosses the finish line, or at any other time during an event will be 1215kg. The aforementioned weight is a combined weight of both driver and vehicle. VW Motorsport reserves the right to amend these weights at any time should it be deemed necessary.
- d) Should it be necessary to add ballast to attain the required minimum mass, weight(s) added is/are to be bolted to the floor in the area provided for in the car behind the driver seat. This is the only area where ballast will be allowed. Custom made "Weight Plates" will be available for sale from Volkswagen Motorsport.
- e) If a driver has a weight of 90kg or more (incl. racesuit, helmet, boots & gloves) a lighter seat as per specifications below may be installed.

Approved lighter seat: HTE-R Carbon XL = 7.8kg

## **24. ENGINES**

The only permissible engine is the unit fitted or supplied by VW Motorsport. These engines will be sealed by VW Motorsport and may **not** be stripped or worked on by competitors or teams. Volkswagen Motorsport reserves the right to exchange a competitor's engine subject to reasonable notice being given. Engines found with seals removed or tampered with will result in a penalty as recommended by the TC.

As the engines will be the property of the competitor general maintenance will remain their responsibility. Any maintenance work which requires the removal of seals must be communicated to the Technical Consultant who will assess the extent of the work required. Only the designated engine builder for Polo Cup will be allowed to rebuild engines when and if this is required. The Polo Cup Technical Consultant decision will be final. Also see Art.57 (Dyno Runs)

Emergency engine change at race meetings:

The only engine allowed for emergency use on race weekends will be the unit supplied by Volkswagen Motorsport. The CoC may allow a team use of a previously used engine, provided it has its original seals in place and seal numbers verified on the official VW Motorsport Polo Cup engine register. Article 57 is not applicable to the abovementioned engines.

**25. SUSPENSION**

As per Recognition Form "A" with the following latitudes:

- a) Front ride height is free but not lower than the mandatory ride height spacer (50mm)  
Also see Recognition Form A, Point 12.4.8
- b) Rear ride height is free.

**26. GEARBOX**

The standard MQ350 gearbox as supplied by VW Motorsport as per the Recognition Form "A". All seals placed on the gearbox by Volkswagen Motorsport may not be removed. Should any seal be removed without permission from the registered Technical Consultants, the gearbox will be deemed to have been tampered with and the competitor will be excluded from the results of qualifying and or any race.

**27. WHEELS**

As per Recognition Form A.

**28. TYRES – DRY WEATHER**

- a) i) Tyres approved by the controllers may only be sourced through ATS. Pressure controlling "pop-off" valves and nitrogen may not be used.  
ii) Only compressed air is allowed to inflate the tyres
- b) The make and specification of the tyre allowed will be the Dunlop 18" 225/40R18 DZ03G H1 semi-slick. The total amount of tyres allowed per year is 36. Please see table below which shows how the tyres may be used. For clarity, 4 new tyres for pre-season testing is allowed. These 4 pre-season tyres must be marked and used at Round 1 for the initial practice sessions. At all 7 rounds, cars must be presented for qualifying with 4 new tyres. These will be the only tyres allowed for qualifying and the races. Damaged tyres maybe replaced from the pool of tyres as long as they have a previous marking. Damaged tyres must be presented to the Technical Consultant with the used replacement so they can be marked.  
New competitors joining after Round 1, will be allocated tyres as per the tyre allocation table and will need to use them as described above. Total amount of tyres per year will reduce as per tyre allocation table.  
If a competitor opts not to use new tyres or only 2 new tyres from qualifying, the 2 new must be fitted to the front axle of the car and the allocated new tyres will be forfeited for the year and may not be introduced at another round.
- c) Damaged or defective tyres may be replaced by the Technical Consultant at his discretion.
- d) Tyre warmers are NOT allowed
- e) No alteration of the tyre surface/side wall is allowed. Including physically adding or removing material and/or chemical treatments.
- f) If the Technical Consultant suspects any tampering, he may insist on the tyres being changed for other suitable used tyres that the Technical Consultant approves and will recommend a penalty to the COC for any session the tyres were used in.

**2026 Polo Cup Tyre allocation table**

Pre-season testing	Round 1	Round 2	Round 3	Round 4	Additional Practice tyres	Round 5	Round 6	Round 7	Total
4	4	4	4	4	4	4	4	4	36
4		4	4	4	4	4	4	4	32
4			4	4	4	4	4	4	28
4				4	4	4	4	4	24
4						4	4	4	16
4							4	4	12
4								4	8

Pre-season testing: 4 New tyres will only be allowed after Rnd1, for new competitors coming in.

If a competitor decides to use none, or only 2 (two) new tyres from qualifying, the newly allocated tyres are forfeited for the year and cannot be requested again.

The two new tyres must be fitted to the front axle of the car.

**29. TYRES – WET WEATHER**

The only wet weather tyre allowed is the, Dunlop 18” 225/40R18 DZ03G H1 semi-slick.

**30. TYRES – MARKINGS**

- a)
  - i) At the first race meeting of the season 4 new tyres must be presented for marking and 4 used tyres (Pre-season testing). These will be the only tyres allowed for the weekend. Each competitor will start qualifying on 4 marked new tyres.
  - ii) At the remaining 6 race meetings, four (4) new tyres, refer tyre table (Item 28 in this document) must be presented at the stipulated time and place where they will be positively identified prior to the start of qualifying.  
Four (4) new marked tyres must be used from the official qualifying session.  
Tyres for Saturday warm-up sessions are open but must be marked race tyres. Competitors must ensure that the tyres used are in a good condition for purposes of safety.
- b) It is the responsibility of the competitor/entrant to ensure that the tyre markings remain on the tyres, as the use of unmarked tyres at any time during all official sessions (practice, qualifying and races) may result in the exclusion of the offending competitor from the session or race concerned.
- c) Competitors unable to produce four (4) previously marked tyres for identification prior to the practice sessions will be placed at the back of the grid.
- d) Competitors who do not report for tyre marking will be required to make special arrangement with the appointed Technical Consultant and will be subject to a fine of up to R2500, payable to the Association.

**31. BRAKES**

Must conform to Recognition Form “A”.

**32. EXHAUST SYSTEM**

The only exhaust system permitted is that supplied by VW Racing as per the Recognition Form "A". No after-market coating or paint may be applied to the exhaust system either internally or externally.

**33. INSTRUMENTS**

The instruments allowed will be Motec as supplied by Volkswagen motorsport at the time of purchase. Garmin and GoPro cameras are allowed.

**34. ENGINE CONTROL UNIT – ECU**

Only Motec as fitted by Volkswagen will be allowed.

A competitor may request in writing to the COC or TC, to swop their ECU with another competitor.

This must be requested no later than 30 minutes before the start of practice session 3.

Both vehicles must report to Parc Ferme.

They will then swop ECU's and remain like that for the rest of the event.

After the last race of the day, in Parc Ferme, both vehicles must swop ECU's back to original vehicle.

**35. BATTERY**

A replacement battery, that is different to the Recognition form A, may be fitted at the discretion of the TC, on a race weekend. However, the correct battery as per Recognition Form A must be installed in the vehicle at the next round.

**36. LIGHTS**

- a) All lights on the front and rear of the vehicle must be in place at the start of all official practice and qualifying sessions, and races.
- b) Following accident damage in any official practice session, qualifying session or race, the Technical Consultant (in consultation with the Clerk of the Course), may permit a car to start without all lights working, provided he is satisfied that the vehicle will not constitute a danger to other competitors should the prevailing light or weather conditions change.
- c) Notwithstanding the above, at least one of the rear brake lights must be operational at the start of any session.

**37. FUEL GAUGE**

Only the fuel level available on the Motec dash fitted will be permitted.

**38. SAFETY NET**

A safety net covering the window opening on the driver's side is compulsory and must be fitted to the roll cage as supplied by Volkswagen Motorsport and must remain unmodified.

**39. FIRE EXTINGUISHER**

In accordance with GCR 257 all cars must be fitted with a fire extinguisher. The only fire extinguisher allowed is the unit fitted to the car at the time of manufacture by Volkswagen Motorsport. Refer Recognition Form A for details of the fire extinguisher fitted as well as mounting position. Size: 1.75 Litre and must have been serviced within 12 months (1yr) prior.

**40. PEDAL FOOTPLATE**

The pedal footplate fitted by Volkswagen Motorsport is the only footplate allowed. Refer Recognition form A.

**41. MATS**

No mats of any type or material may be fitted to the floor of the car.

**42. EXTERIOR TRIM, BADGES AND WINDOWS**

All exterior trim and badges are to remain on the car as homologated in the Recognition Form A. The controllers may replace badges with replicas in decal form to save costs. This will be documented in the Recognition Form A or via a Circular from MSA. An exception is the rear 'bee-sting' aerial which must remain, with the GPS aerial fitted in-line with it on top of the roof.

Tinting of windows will be allowed only on the side windows (4-doors) and the tint shade must be 35%  
Rear windows are allowed to be opened by no more than 50mm if it is declared a wet race.

**43. SOUNDPROOFING**

Not applicable.

**44. UNDERBODY SEALING**

Not applicable.

**45. DRIVER'S SEAT and POSITION**

- a) Only OMP Seat and OMP seat belts as supplied may be fitted.
- b) The seat belts may not be mounted to the same bolts as the driver's seat.
- c) The position of the seat fore and aft in the car is free. Only the mounting points welded to the car are permitted and the centralisation of the seat in relation to the standard mounting position must be respected.
- d) Where extensions or spacers are required, permission from the Technical Consultants is required in writing.
- e) If a driver has a weight of 90kg or more (incl. racesuit, helmet, boots & gloves) a lighter seat as per specifications below may be installed.

Approved lighter seat: HTE-R Carbon XL = 7.8kg

**46. BONNET and TAILGATE RETENTION**

The standard bonnet catch must be used to retain the bonnet in position. The use of secondary bonnet pins may be allowed and will be communicated on a Circular from MSA. The tailgate catch must remain as supplied.

**47. FRONT WHEEL ARCH INNER COVERS**

Both front inner wheel arch covers must be fitted as supplied by VW Motorsport.

**48. SUMP PROTECTOR**

The sump protector must be fitted as supplied by VW Motorsport.

**49. FRONT BUMPER GRILLE PANELS**

As per Recognition form "A".

**50. TOW HOOK**

The OMP tow straps as supplied by Volkswagen Motorsport is the only towing equipment allowed.

**51. IGNITION SWITCH**

As supplied by Volkswagen Motorsport on the Motec switch panel.

**52. WINDSCREEN**

No competitor may take part in any practice session, qualifying session or race without a windscreen fitted to his/her vehicle, or with a windscreen sufficiently damaged as to, in the opinion of the Technical Consultant, warrant a replacement windscreen being fitted.

**53. PIT TO CAR COMMUNICATION**

Pit to car communication by any means other than pit boards shown on pit lane will not be allowed.

**54. PUSH TO PASS**

The Push to Pass strategy may be altered by the Technical Working Group and if altered will be published as a Bulletin on the official Notice Board on the Friday of each event.

Push to Pass MAY NOT be use before the end of the first lap of any races, including restarts where the original grid is used.

Before means, any time before the first lap is completed of a race.

Penalty:

1<sup>st</sup> Lap of races – 10 seconds added to time

Push to Pass strategy:

1. Max accumulation of 12 seconds
2. Accumulation rate is 10 seconds per minute.
3. P2P is active while button is held in.
4. P2P recharge is active when button is not pressed and engine running.
5. Dash will display available P2P in seconds while engine is running.

Top 3 in Championship: Charge rate is 8 seconds / minute

**55. DATA SHARING**

Competitors will be allowed access to the data of the fastest lap set in each practice and qualifying session. The competitor whose data is shared with fellow competitors may choose the fastest lap data from anybody he or she chooses in that particular session. It is the responsibility of that competitor (Fastest in that session) to come and inform the Data Technician of whose data they request. This must be requested from the Data Technician within 30 minutes after that session. Where Qualifying is on Day 2, the data will be available after Qualifying before the start of Race 1. Race data from Race 1, 2 and 3 will be available after the races before the end of the day. The competitor that posts the fastest lap in the specific race, will have his/her data shared. The competitor who posted the fastest lap in a race cannot request another competitor's data.

**56. LAUNCH CONTROL**

Launch control is deactivated and may be introduced if deemed necessary by Volkswagen Motorsport. This will be communicated by means of a Bulletin.

**57. DYNO RUNS**

It is expressly prohibited for a competitor's race car to be run on a rolling/hub dyno. The following exceptions will apply:

- 1.) The Technical Consultant deems a dyno run necessary after determining that the supplied dash data (Motec CDL3) requires further investigation. The Technical Consultant will provide the necessary permission in writing only.
- 2.) The vehicle in question has been sold to a new owner and the new owner will be permitted, once only, to send the car to the approved dyno to verify that all engine settings and the dyno graph is within VW Motorsport Dyno Run specifications. The Technical Consultant will provide the necessary permission in writing only.
- 3.) Engine refresh/rebuild: After an engine has been refreshed/rebuilt the vehicle MUST go to the approved dyno, with the refreshed/rebuilt engine installed, to verify that all engine settings and the dyno graph is within VW Motorsport Dyno Run specifications. The Technical Consultant will provide the necessary permission in writing only.
- 4.) New Engine: If a new engine is purchased from Volkswagen Motorsport the vehicle MUST go to the approved dyno, with the new engine installed, to verify that all engine settings and the dyno graph is within VW

Motorsport Dyno Run specifications. The Technical Consultant will provide the necessary permission in writing only.

The ONLY approved dyno operators are as follows:

MJR Technologies,	AND	Koos Swanepoel Developments
Zwartkops Raceway,		74 Willow Road,
Laudium, Pretoria.		Stikland Industrial, Cape Town

VW Motorsport Dyno Run Specifications: The specifications are software settings and all previous dyno graphs from Polo Cup engines and that the power setting is within 5kW of all other dyno graphs.

Volkswagen Motorsport reserves the right to call on any Polo Cup vehicle for dyno checking and will give reasonable notice.

Note: Engine performance will only be communicated to the Polo Cup appointed Technical consultant. Information will not be shared with Teams/Competitors by the dyno operator.

Non-compliance penalty:

Until the engine has been run on the dyno, the engine in question will not be eligible to run in the South African National Polo Cup championship and Masters National Champion class.

## **58. LOG BOOK**

A logbook that will be supplied for each chassis must be completed and available at each round the chassis competes in. Failing to present, complete or falsely declaring information in the logbook at a round, the competitor will be penalised with an amount of R2500, payable to the Association.