



MSA EP REGIONAL COASTAL CHALLENGE PRE 93 SALOON CAR REGULATIONS

VERSION 1

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REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Regional Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers of the Championship will be the Motorsport South Africa (herein referred to as MSA) Eastern Province Regional Committee. All Championship events will be run under the auspices of Algoa Motor Sport Club (AMSC).

2. VENUE

All Championship rounds will be held at Aldo Scribante Raceway.

3. AIM OF THE CHAMPIONSHIP

To declare the overall EP REGIONAL COASTAL CHALLENGE & PRE '93 SALOON CAR REGIONAL CHAMPION and to announce the winners of the various classes as shown in SSR 8.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2026.

5. ELIGIBILITY OF DRIVERS

- 5.1 Competitor's age: Refer MSA Circuit Racing SSR1
- 5.2 The Championship will be open to all driver's that are resident in the Eastern Cape or within the geographical radius of 350km from Port Elizabeth (Gqeberha) should they not be resident of the Eastern Cape.
- 5.3 Any competitor that does not comply with SSR 5.2 above and wishes to score in the Championship must apply to the Controllers in writing before the event commences. (An Entry form does not constitute an application).
- 5.4 All eligible drivers must be in possession of a minimum of a current MSA Regional Circuit Car racing competition licence valid for car racing, as appropriate.

6. INCIDENT REPORTS

- 6.1 Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (Refer MSA Circuit Racing SSR 61).
- 6.2 After any incident with any competitor, family or pit crew.

7. ELIGIBILITY OF VEHICLES

- 7.1 These MSA EP Regional Coastal Challenge Cars shall be defined as production type cars raced, registered, produced and marketed in South Africa prior to 31 December 1992 with end of production no later than the 31 December 1993.
- 7.2 The MSA EP Regional Coastal Challenge Non-Technical Rules will be applicable to this Pre-93 Class.

8. CLASSES

8.1 Classes will be defined as follows. These cars will carry the class letter next to the car number.

Class A	-	1:09.999 – and below
Class B	-	1:10.0 – 1:12.999
Class C	-	1:13.0 – 1:15.999
Class D	-	1:16.0 - 1:19.999
Class E	-	1:20.0 – 1:24.999
Class F	-	1:25.00 - and above

Class X - all new drivers will be placed in class X at their first event

8.2 Any (new car & driver) combination will be allocated to a class after their first race day. They will compete in Class X for the first day. Any points scored in Class X will be substituted to actual finishing position of the competitor to the class in which he / she fits after the days racing.

8.3 Class X points will only be used for trophies in class X on race day.

8.4 The onus is on the competitor to ensure that he/she is entered in the correct class on the day.

8.5 A driver who records a lap time of more than 0.2 seconds faster than the class cut-off times shown in SSR 8.1 on two separate occasions, in either qualifying or any races, on the same day or two separate race days, will be promoted and placed in an appropriate class according to the lap time at the following event. All breakouts in respect of the current year will not be carried forward to the following year. All drivers will reclassify in their first race of every year according to SSR 8.2.

8.6 NOTE: Any break-outs within the last 30% of the Championship will be scored immediately in terms of SSR 22.8.

8.7 A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.

9. GENERAL TECHNICAL SPECIFICATIONS – EP REGIONAL COASTAL CHALLENGE CARS PRE-1993

9.1 The EP Regional Coastal Challenge Cars Pre-1993 Regional Championship is open to cars that fit the general category Touring Cars (2-door and 4-door).

9.2 Nuts, bolts, washers and locking devices are free.

9.3 Vehicles must be fitted with at least one (1) internal mounted and one (1) externally mounted rear-view mirror.

9.4 All vehicles shall be fitted with the minimum of a MSA specified 6-point roll cage and seatbelts that comply with current MSA specifications, see GCR 239. The roll cage must remain within front and rear suspension mounts.

9.5 All cars will be fitted with an electrical cut-out switch that is able to be operated from both inside and outside the vehicle.

9.6 Tow hooks must be added on the front and rear of the car and are to be clearly marked.

9.7 The responsibility to prove eligibility is that of the entrant at all times.

9.8 All AMSC Coastal Challenge Cars will be denoted by the class letter in front of their competition number.

10. CHASSIS

10.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited.

10.2 Addition of material to strengthen the chassis and seam welding is permitted.

10.3 Steering wheels and steering columns are free.

11. BODYWORK

- 11.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces. Plan and profile to remain. Where original materials are unobtainable, local repairs of adequate strength may be made using non-original material. Replacement of panels with non-original material is limited to the bonnet and boot lid, fenders and doors. The removal of exterior decorative strips and bumpers is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing folded into the wheel arch may be deformed, to give clearance to the tyres.
- 11.2 Strengthening is permitted.
- 11.3 Interior: These regulations require the retention of the dashboard, all interior doors and rear quarter trim. Door panels may be replaced by aluminium. In the cabin, floor carpets, under felt, sound deadening, headlining, front and rear parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot / luggage compartment may be removed.
- 11.4 Instrumentation is free although the original dashboard must remain.
- 11.5 All windows are free subject to MSA requirements.
- 11.6 Driver's seat is free subject to MSA requirements and the driver must be located entirely to the one side of the centre line of the car.
- 11.7 Heaters and interior ventilation systems may be removed.
- 11.8 The original boot and bonnet fasteners may be removed. The bonnet and boot shut lines must be as in production.
- 11.9 Only OEM-style (Original Equipment Manufacturer) or factory-fitted spoilers, scoops, flares or lips may be used.

12. ENGINE

- 12.1 The original standard production cylinder block for the model must be used, or *subject to approval by the technical working group*, a period-similar cylinder block that has the same number of pistons as the original block, manufactured by the same manufacturer as the original unit may be used.
- 12.2 The cylinder head(s) must be the standard production component or an alternative manufactured by the same manufacturer as the original production component of that era. The number of valves must remain the same as the original head for the model / type.
- 12.3 The crankshaft is free.
- 12.4 Camshafts are free.
- 12.5 Induction: Only the original type of induction must be used. Carburettors are free.
- 12.6 Radiators are free but must remain in their original location.
- 12.7 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 12.8 The exhaust system is free subject to MSA requirements as regards decibel levels.
- 12.9 The distributor may be fitted with or connected to an after-market spark triggering and/or advance curve device, but the distributor must remain in its original position and must maintain its original function. Any additional system which processes information acquired from the ambient conditions and / or the engine is not permitted. Firing order must not be changed. The remainder of the ignition system is free.
- 12.10 Forced induction is not permitted.
- 12.11 Inlet and exhaust manifolds are free.
- 12.12 It is permissible to remove metal from original cylinder blocks and heads.
- 12.13 Fuel pumps and fuel tanks are free subject to MSA requirements.
- 12.14 Vehicles using fuel injection are limited to the original fuel injection system and ECU as fitted by the manufacturer.
- 12.15 All other engine components are free. Engine capacity may be increased within the confines of the original engine block.

13. SUSPENSION

- 13.1 Suspension springs are free except for maintaining type (coil, leaf, torsion). Leaf spring rear suspensions may be supplemented with coil-over shock absorbers subject to SSR 13.2. Leaf springs must remain effective and be capable of supporting the weight of the vehicle over the rear axle. Spring caps are free and spring platforms may be adjustable.
- 13.2 Suspension type must remain unaltered. Macpherson Strut top mounts are free. The original suspension mounting points are to be used. The original mounting points may be slotted.
- 13.3 Dampers are free.
- 13.4 Anti-roll bars and their mountings and shape and material are free. These can be added as a permitted modification.
- 13.5 Suspension bushes are free.

14. TRANSMISSION

- 14.1 The gearbox may only have 5 forward gears and reverse gear.
- 14.2 Gear ratios and type are free but gearboxes and transaxles with rapidly interchangeable ratios or proprietary racing gearboxes are prohibited.
- 14.3 The rear axle must remain in the original position.
- 14.4 The rear axle casing is free.
- 14.5 The final drive ratio is free.
- 14.6 Mechanical limited slip or torque biasing differentials are permitted.
- 14.7 Sequential gearboxes and/or traction control devices are prohibited.

15. ELECTRICAL

- 15.1 Electrical equipment is free provided that a battery and starter are fitted and in full working order at all times.
- 15.2 All headlights, taillights and stop lights must be fitted and in full working order. Where the original lights are no longer available, aftermarket lights similar to original are permitted.

16. BRAKES

- 16.1 Brake systems are free with the exception that carbon brake systems are prohibited. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside of the car and serves no other purpose.
Modification or removal of brake backing plates is permitted.
- 16.2 Brake lights must be operational and operated only by the brake pedal without a delay or other switching device/s.

17. WHEELS AND TYRES

- 17.1 Wheels must fit in body work as per SSR 11.1.
- 17.2 Any period-style wheel rim is permitted.

18. DRIVER CONDUCT

Refer MSA Circuit Racing SSRs 46 to 66 (where applicable).

18.1 White Line rule applies (as per MSA Circuit Racing SSR 50.i)

- 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.
- c) The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking manoeuvre.

18.2 Entering the Corner (Phase 1)

Two or more cars entering the 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. The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in "close proximity". **"Close proximity" - It is normal for a challenging car to be in close proximity, by being behind to the inside or outside of the lead car i.e. front bumper behind centre / B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.** The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area.

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. If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car ('alongside' being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.

18.3 Middle of the Corner (Phase 2)

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 leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger's front bumper is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger's fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore, the bumping of the lead car behind the B pillar or centre by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules.

The 'Y' or 'T' bone by a challenger on 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.

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.**

18.4 Exiting the Corner (Phase 3)

From the "apex" out, 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. This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

18.5 Summary of Guidelines

- a) If the challenger bumps the lead car on the rear bumper and forces him/her off the circuit, the challenger will slow down and allow the lead car past and continue to race. Failing to do this could result in total exclusion or any relevant penalty with the least being that the challenger finishes behind the lead car in the results.
- b) The bumping of the lead car behind the "B pillar" in the corner, left or right is the fault of the challenger.
- c) The 'Y' or 'T' bone of the lead car by the challenger is the fault of the challenger.
- d) Premature direction changes by the lead car in the braking area causing contact is the fault of the lead car and will be dealt with accordingly.
- e) A competitor may enter a corner in any way he/she chooses provided he/she does not have a car in close proximity. In a straight line the lead driver may try to break the tow but when entering the braking area he must have chosen his line - left or right - if he has a car in close proximity.
- f) The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

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 thirty (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 MSA Circuit Racing SSR61. Should the Clerk of the Course not have received the written intent to submit the incident report within thirty (30) minutes, then no further action will be taken on incident reports received as per MSA Circuit Racing SSR61. However, the Clerk of the Course may request further incident reports outside of this time limit.

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.

Algoa Motorsport Club 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.

18.6 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) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- b) 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.
- c) A yellow card shall have the effect of a 3-place grid penalty for the next three (3) heats.
- d) 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.
- e) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing be issued with a red card.
- f) Should a competitor receive three yellow cards in one season, the Clerk of the Course reserves the right to issue the competitor with a red card.
- g) 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.
- h) 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.
- i) 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.
- j) 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).
- k) 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.
- l) 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.

19. GENERAL

- 19.1 A vehicle which is damaged beyond repair as a result of an accident may be re-bodied, and the combination of this vehicle and the existing driver will have the choice of remaining in their class or going back to class X. However, written permission must be obtained from the Controllers should the driver wish to return to his original class.
- If a driver who is currently in the Championship uses another car, he will enter in Class X and be bound by 8.2. Any drivers using another vehicle which is slower than, or equal to the regular class of the driver, will score points for the Championship in the actual finishing position of that driver's class. The days racing will be bound by SSR 8.2. Should the driver, however, use a vehicle which is classified in a class higher than the driver's regular class, then he will be scored in terms of SSR 22.8.
- Should a driver use another vehicle due to engine / mechanical failure, permission must first be obtained in writing from the Clerk of the Course who will act in conjunction with the Scrutineer / Technical Consultant (TC). His decision to grant / withhold such permission will be final.
- 19.2 Location of timing transponders: - Shall be mounted as per MSA Circuit Racing SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.
- 19.3 It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

20. COMPETITION NUMBERS

- 20.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial font for front doors both sides and A5 on left hand top side of windscreen, the number must also have the class as a prefix.
- 20.2 The relevant Association Chairman, on behalf of the Controllers, shall allocate all Competition numbers.
- 20.3 All Competitors are to carry relevant series sponsor decals and number backings. Main sponsor decal is to be fitted to the top of the windscreen unless permission by the controllers is given for fitting to another position on car.
- 20.4 The current Champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 20.5 Competition numbers shall be retained throughout the Championship year and are not to be changed.
- 20.6 Numbering must start from the number 2.

21. CHAMPIONSHIP EVENTS

The events making up the Championship are listed in the 2026 Calendar. When more than one race / heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards this Championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in the last Race of the day will be used to determine a winner for the purpose of trophies only.

22. POINT SCORING PER CLASS

- 22.1 Points will be scored in each race for each class. Points for heats with 4 or more entrants per class will be scored on the basis of 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 and thereafter 1 point for each finisher.
- 22.2 Classes with 3 entrants will score as follows: 1st -9 points, 2nd -8 points, 3rd -7 points.
- 22.3 Classes with 2 entrants will score as follows: 1st -8 points, 2nd -7 points.
- 22.4 Classes with 1 entrant will score as follows: 1st 7 points.
- 22.5 For the Championship to be declared, there must be an average of six (6) eligible starters for all classes combined, over the total number of rounds in the Championship. In the case of the calculations resulting in fractions, please refer to GCR 230.
To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and / or participate in the race/event itself Refer MSA Circuit Racing SSR 82 i).
- 22.6 In order to be classified as a finisher, a car must have completed not less than 67% of the distance of the race under its own power. The 67% shall be calculated to the last completed lap.
- 22.7 Competing drivers who are ineligible for the Championship, will be ignored in the results for the purpose of scoring the Championship, but will qualify for awards (trophies).
- 22.8 Should a driver score points in a particular class and thereafter move up to the next class, he / she will carry forward any points obtained up to that point with the following proviso:
In order to qualify for class placings at the end of the Championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (I.e. should he finish 2nd in the higher class, he will carry 2nd place points back to his original class) that he broke out of for purposes of the Championship. If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the Championship.
- 22.9 No driver can enter, qualify or race more than one vehicle in different classes on any race day.

23. CHAMPIONSHIP FORMAT

The Championship will generally consist of a minimum of seven (7) rounds (fourteen (14) races) for the year. The organisers reserve the right to host more than three (3) races at any of the rounds to make up the minimum number of races for the year. The supporting races held at the annual 3hr Endurance event in November 2026 will NOT count towards the Championship.

24. NUMBER OF EVENTS TO COUNT

All competitors scoring races will be used to determine the results of the Championship. It is incumbent on the Promoters to ensure that the results and entry list depict the domicile of competitors and / or to provide sufficient information for MSA to determine the eligibility of the drivers in respect of allocation of points.

25. QUALIFYING, STARTING & STARTING GRID

When 2 or 3 Races are held on the day:

For purposes of qualifying, classes will be amalgamated. A ten (10) minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.

Fastest Lap in qualifying	-	Starting position for Race 1
Fastest Lap in Race 1	-	Starting position for Race 2
Fastest Lap in Race 2	-	Starting position for Race 3

Eventualities:

Competitor does not qualify or fails to set a lap time in Race 1 or 2:
The competitor will start at the back of his / her class.

26. START PROCEDURE

Rolling start.

27. CHAMPIONSHIP STATUS

Should less than four (4) race meetings be held and scored during the season, the Championship may be declared null and void by the Controllers.

28. SEPARATION OF TIES FOR THE CHAMPIONSHIP

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the Championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

29. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the MSA & AMSC Website and any objections concerning the scoring must be received by the MSA in writing no later than seven (7) days following the publication of the scoring. MSA reserve the right to correct clerical errors at any time.

30. DECLARATION OF CHAMPION

The Controllers at its sole discretion, is responsible for declaring a winner of the Championship, or to withhold such declaration.

31. FUNCTION OF ALGOA MOTOR SPORT CLUB AS ORGANISERS

The primary function of the “AMSC” is to organise and promote the events that make up the Championships. The “AMSC” takes full responsibility for organising and facilitating the end of year prize giving and trophies.