



2026
MSA CLUB STANDING SPORTING
SUPPLEMENTARY REGULATIONS

KZN RETRO
PRE 80 & PRE 90 SPRINT
SALOON CAR

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REGULATIONS AND SPECIFICATIONS FOR THE 2026 RETRO RACING SA PRE '80 & PRE '90 SPRINT SALOON CAR CLUB CHAMPIONSHIP.

1. ETHOS OF RETRO RACING SA

- 1.1 To promote and preserve era correct historic racing saloon cars in South Africa.
- 1.2 To ensure and promote free and fair competition.
- 1.3 To encourage new and existing members to compete.
- 1.4 To preserve and promote the spirit and heroes of South African saloon car racing.
- 1.5 To ensure cost effective participation
- 1.6 To provide entertainment for spectators and value for money for sponsors.
- 1.7 To ensure a reasonable level of safety and promote safe driving standards.
- 1.8 To encourage international participation at international events.
- 1.9 To respect and abide by the decision of the empowered officials.
- 1.10 To compete in the Retro Racing championship, a competitor will have to be a member of Retro Racing SA
- 1.11 Retro Racing SA reserves the right to invite other competitors to participate in their events as agreed to by the committee. (See 3.3 for definition)
- 1.12 Any aspect of a car not detailed as permitted is deemed not to be permitted.

2. CONTROLLERS

- 2.1 The controllers of the Motorsport South Africa Retro Racing SA Championship for Pre '80 & Pre'90 Saloon Cars shall be Motorsport South Africa (hereafter referred to as MSA), who have delegated the management and control to the KZN Regions Motorsport Committee, and the Retro Racing SA (RRSA). The MSA GCR's and SSR's, which shall prevail in the event of conflict, must be read and understood in conjunction with these rules and regulations.
- 2.2 The championships will be known as the MSA KZN Retro Racing South Africa Pre '80 & Pre '90 Sprint Championships. ('the Championships).

3. ELIGIBILITY OF COMPETITORS

- 3.1 The following eligibility for cars shall apply:
Saloon Cars introduced before 31st December 1979 (Pre '80) and before 31st December 1989 (Pre '90) and that comply with the HMC National Technical Regulations for Historic Saloon Cars both Pre '80 and Pre '90.
- 3.2 Retro Racing South Africa shall draw up lists of all cars competing in the KZN Retro Racing Sprint Championship and allocate vehicle numbers. No two cars will be allowed to have the same number allocated in the series. In the event of conflict the HTP number allocated by MSA will be national number and used.
- 3.3 Only cars that have a valid current HTP that has been registered with MSA shall be eligible to compete in the MSA Retro Racing SA Sprint Championships, the HTP will be kept on file by Retro Racing SA, any changes made to the vehicle are to be noted and updated accordingly. As per HMC, only clubs are to submit HTP's to MSA, the competitor is to ensure that the club has the relevant documentation, that the HTP is signed off by a licensed MSA Technical Consultant, and entered into the Club HTP register for submission. After acceptance by MSA the competitor will then receive their compliance sticker. The last page of the HTP (declaration) must be copied annually after compliance for approval and to keep on file. A change in ownership of the car requires a new HTP. "Invitation Cars" that have a true Racing Pedigree but may not fully comply with the category Technical Regulations. These "invitation" cars will not be eligible for Championship Points and may enter no more than three events per annum.
- 3.4 Drivers must hold a current and valid MSA license that is applicable to this series.
- 3.5 All competitors are required to sign the Retro Racing SA Driver Code of Conduct.

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. Retro Racing SA has 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.

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 661 applies.
- 5.2 The Retro Racing SA 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 a second yellow card, 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 the back of the grid for heat 2.
- 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.
- 5.9 Yellow and/or Red cards may be issued by the Retro Racing SA committee in their sole discretion, to competitors for reckless and/or dangerous driving, unsportsmanlike behavior and/or contravention of MSA regulations after taking into account all the facts relating to the incidents.
- 5.10 The competitor has a right to appeal to the Retro Racing SA committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the committee shall have the right to change or abide by their decision. Such a decision will then become final.

6. GENERAL RULES

- 6.1 There will be separate Retro Racing SA championships for Pre '80 & Pre '90 Saloon cars. Competitors will not be able to carry points between Pre '80 and Pre '90. Class champions and an overall champion for each category will be declared.
- 6.2 The Championships will be run over a minimum of 6 rounds (events) per annum. It is envisaged that 4 rounds will be run at Deazzi and 2 rounds at an away venue. The away venue will be communicated once the necessary arrangements have been finalized. Six rounds will count towards the final championship points. In the event of a situation arising, such as happened in 2020 with Covid Lockdown, or any circumstance where motor racing is either not allowed by Government restrictions or not possible due to political unrest or natural disaster, the championship may be decided over fewer rounds. Competitors will only qualify to be score points in the Championship in an eligible vehicle.
- 6.3 The minimum sprint race distance shall be 24 kilometers.
- 6.4 Each round shall consist of two sprint races.
- 6.5 The grid for race one of a round will be determined by qualifying times in official practice.
- 6.6 The grid for race two of a round will be determined by the finishing order from race one. Should a driver not finish the first race they, 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.

6.7 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. All cars must remain in their grid position until they pass the start/finish line. Each race will start with a warm up lap, then a formation lap, on which the pace car will pull into the pits and the rolling start will commence.

6.8 No on board timing devices or radio communication is allowed in competitor's cars. Pit lane signaling is permitted. This includes cell phones or any hand held device that can be used as a timing device. If a competitor is using a cell phone app to record their race, the screen of the phone may not be in clear sight of the driver, it must be mounted so that the screen is not visible to the driver.

6.9 Points will be scored in classes on the following basis for each race:

- 1st: 10 points
- 2nd: 9 points
- 3rd: 8 points
- 4th: 7 points
- 5th: 6 points
- 6th: 5 points
- 7th: 4 points
- 8th: 3 points
- 9th: 2 points
- 10th: 1 point

6.10 Where an event is held with more than one race, each race will be scored as a separate race.

6.11 Subject to clause 6.12, a competitor may accumulate points from more than one class during the season, towards the championships. All class points shall be scored in the relevant class in which the car raced. However, when a competitor obtains an immediate break out time and is moved up a class, he/she will only take 75% of their points into the next class. A bonus point will be awarded to the driver who achieves the fastest lap for each class per heat.

6.12 Should four 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:

Up to 4 cars – 1st: 9 points, 2nd: 8 points, 3rd: 7 points, 4th: 6 points

Up to 3 cars – 1st: 8 points, 2nd: 7 points, 3rd: 6 points

Up to 2 cars – 1st: 7 points, 2nd: 6 points

Up to 1 car – 1st: 6 points

6.13 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 remains, MSA shall declare a winner on such basis as it deems fitting.

7. VEHICLE CLASSIFICATION

7.1 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 MSA. Retro Racing SA must have a copy on file and the compliance sticker must appear on the HTP Register.

7.2 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 the MSA, shall be recorded. Competitors will also be required to use the new type MSA Scrutineering/Logbook.

7.3 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.

7.4 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, and will not be eligible for participation in this Championship.

7.5 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. SAFETY

8.1 All safety belt harness hooks/latches must be lock-wired at each point.

8.2 A bracket approximately halfway down the length of the prop shaft must be fitted to prevent the prop shaft from dropping onto the road surface should it become dislodged at either end

8.3 An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold

- 8.4 A competitor must be able to reach and extract the fire extinguisher while he/she is fully strapped into his/her safety harness
- 8.5 The oil sump plug, differential filler plug, gearbox filler plug, oil filter and oil filler cap must be lock-wired to prevent them from coming loose and or being dislodged.

9. CLASS STRUCTURE

- 9.1 All competitors will race in time classes as published by MSA 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.
- 9.2 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 time lap in qualifying thereafter they will be placed in the relevant class.
- 9.3 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).
- 9.4 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.
- 9.5 A competitor shall not be allowed to change his vehicle on race day without permission from the relevant club committee in writing. The relevant club 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 as a new competitor. Scoring is done as per car/driver combination. No two cars may have the same number in one category.
- 9.6 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, 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 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.