



2026
MSA CLUB STANDING
SUPPLEMENTARY AND TECHNICAL
REGULATIONS

SA SPORT & GT SUPER TROPHY
CLUB CHAMPIONSHIP

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REVIEW AND AMENDMENTS

Any suggested or requested changes to the Championship Regulations must be submitted to the Controllers for approval. The Controllers maintain the authority to adopt new regulations and/or change current ones with Motorsport South Africa's (MSA) agreement. Amendments and updates to the rules will be noted in the Amendment Record, including the modified form, the date of approval, and a summary of the amendment. MSA will publish the latest version of the regulations at least seven (7) days before the next event, unless MSA approves a shorter notice period.

Modified Regulation	Date Applicable	Date of Publication	Clarification

1. CONTROLLERS OF THE CHAMPIONSHIP

- 1.1. The South African Endurance Series (SAES) has purchased the SA GT Racing Association Series.
- 1.2. The South African Endurance Series (SAES) controls the MSA SAES Sport & GT SUPER TROPHY Challenge Series. The aim of the Series is to declare a MSA South African Sport & GT SUPER TROPHY Club Challenge champion and other class winners as determined by the controller from time to time.
- 1.3. The South African Endurance Series (SAES) remains the sole determination of the SAES Sport & GT SUPER TROPHY Challenge Series Sporting and Technical Regulations as approved by MSA.

2. DRIVER ELIGIBILITY

- 2.1. At the absolute minimum, competitors must hold a valid MSA Club circuit racing licence.
- 2.2. Drivers may not be younger than 18 years of age unless compliant with SSR 1 and approved by SAES controllers.

3. ENTRIES

- 3.1. The entry fee for events will be determined by the promoter on a race-by-race basis, depending on the costs to host that specific round.
- 3.2. All entry fees include the published practice sessions,
- 3.3. MSA fees

4. ELIGIBLE CARS

- 4.1. Cars eligible for the SAES Sport & GT SUPER TROPHY Challenge Series are those defined only by the FIA as GT, GT3, and those by the controllers as GT4 & GTO (GT cars not complying to the original HTP (Historical Technical Passport) of the above plus single make type GT including but not limited to Cup, Trofeo & Challenge cars or as determined by these regulations), and lastly Sports Prototype Cars. In assessing the eligibility of the vehicles, the FIA (and any other International based Series) list of Sport & GT cars and homologation will serve as a reference and guide. Regardless of whether a model has a four-door version, only two-door versions of GT, GT3, GT4 and GTO cars from the list will be considered.
- 4.2. At each event, a driver may only use one car, and the Technical Delegate will identify the car to ensure compliance with Sport & GT SUPER TROPHY Challenge Series Regulations. The series is divided into 7 classes, namely, **GT3, GT4, GTO, CUP, TROPHY, Sport Prototype and VGT CARS.**
 - 4.2.1. **GT3** – Registered FIA GT3 cars vehicles (as per Appendix A below) that are homologated with the FIA as of October 2020; some of these homologations were later withdrawn or incompletely finished. Except in cases of manufacturer requests for an extension, homologations expire after seven years. Though these expired vehicles are permitted to compete in national series under local approval, all homologations past GT3-025 have expired and have not been renewed. Either directly by the automotive manufacturer or by racing teams and tuning businesses upon manufacturer request, Group GT3 vehicles can be produced under homologations from national ruling bodies, including the Mosler MT900R GT3, Ginetta G55 GT3, Chevron GR8 GT3, Radical RXC GT3, Scuderia Cameron Glickenhaus SCG 003C, Emil Frey Jaguar XKR G3, Acura TLX-GT, Renault Sport R.S. 01 GT3, Aston Martin Vulcan AMR Pro and Chevrolet Corvette C8.R GTD such vehicles have been let run alongside Group GT3 cars.
 - 4.2.2. **GT4** – Registered or listed GT4 cars in other series in the world, mostly what may be considered as track day cars—that is, factory-built race cars accessible to the public—are GT4 class cars. Competitors can also create custom-built vehicles based on production models, though. The FIA test drives all vehicles, then tweaks them to

produce almost equal performance levels. Once the FIA has authorised a car, the teams/competitors cannot alter it, therefore removing ongoing development expenditures.

- 4.2.3. **GTO** – Modified GT3 and GT4 Cars as listed above and in Appendix A below.
- 4.2.4. **GT CUP** – GT Cars that are purpose built for Cup Championships (e.g. Porsche Super Cup and Carrera Cup series comprising of Porsche 992, 991, 997, 996 GT3 Cup cars Refer Appendix B)
- 4.2.5. **GT TROPHY** – GT cars that are purpose built for Trophy Championship (e.g. Super Trofeo)
- 4.2.6. **VINTAGE GT** – Is for vintage / historic GT cars older than 15 years.
- 4.2.7. **SPORT PROTOTYPE** – Generally any open top sports car that either meets the FIA specifications of a Prototype or cars that have raced as an open top styled car in South Africa in the past (Typical examples of this is the VSP, Shelby CanAms, Backdraft Roadsters or other sports cars previously raced in an endurance race in past seasons)
- 4.2.8. Should less than 6 entries be received for the GT4, GTO sprint races, these cars will be merged into the 1-hour dash race.

5. ENGINES

- 5.1. Free
- 5.2. Turbocharged and supercharged engines are permitted, unless specified in the relevant Appendix.

6. LICENCES

- 6.1. All Drivers must hold at the very least a MSA Club Licence to partake in the Series.
- 6.2. The controllers reserve the right to reject an entry if they feel that the driver lacks enough experience to participate. The decision is final and cannot be protested.

7. REGULATIONS

- 7.1. All qualifying races shall be held in accordance with these rules, Motorsport South Africa's (MSA) General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs), as well as all Standing Regulations and Supplementary Regulations issued by the South African Endurance Series.
- 7.2. No rule is designed to exist in isolation; rather, each rule should be viewed in light of the other rules. If a rule has two viable interpretations, and one of them contradicts with another rule or renders another rule meaningless, that interpretation will be discarded in favour of another interpretation that does not conflict with or render another rule meaningless.
- 7.3. If a specific rule or latitude is not found in these regulations, whether claimed as authorised or not, it means it is not allowed. The MSA GCRs or SSRs, as appropriate, will then apply.
- 7.4. The Controllers maintain the right to alter these regulations at their discretion. The proposals to change the rules will only take effect if approved by the South African Endurance Series (SAES).
- 7.5. All notices and circulars related to this event will be published by both the controllers and MSA in the relevant electronic mediums.
- 7.6. Any notice or circular will be distributed at least seven (7) calendar days before any racing meeting. The onus is on the Competitor to ensure that he is familiar with such a notice.

8. POINTS SCORING

- 8.1. Points will be awarded per race for each class as follows:

1st	30	8th	21	15th	14	22nd	7
2nd	28	9th	20	16th	13	23rd	6
3rd	26	10th	19	17th	12	24th	5
4th	25	11th	18	18th	11	25th	4
5th	24	12th	17	19th	10	26th	3
6th	23	13th	16	20th	9	27th	2
7th	22	14th	15	21st	8	28th	1

- 8.2. Points will also be awarded for Class championship standings based on the overall points received from the race carried forward to the class points table.
- 8.3. To qualify to score points on the day, you must complete a lap in any official race of the race meeting.
- 8.4. Any non-finisher will be awarded 1 point.
- 8.5. An Away Race will be held as part of the Championship, and competitors who participate will be awarded an additional 2 bonus "Travel" points.
- 8.6. To qualify for the overall Championship, a driver must have entered and raced in at least two race meetings.
- 8.7. The championship comprises of 18 events, as per point 2 in the SAES Regulations relating to calendar of event. A competitors 12 best scoring rounds count towards the championship. Only an event entered in and where a competitor has taken to the circuit at the beginning of the actual race may drop his worst scoring round for championship scoring purposes.
- 8.8. There will be an Overall Championship and a Class Championship.
- 8.9. The 1 Hour (endurance) race will be scored as a separate championship, to accommodate cars that are unable to race the duration of 1 hour.

9. STARTING GRID

- 9.1. The grid positions for Race 1 will be derived from the official qualifying practice lap times. Should a competitor fail to set a lap time during qualifying, the entrant must apply to start at the back of the class. Failure to do so will result in starting at the back of the grid.
- 9.2. The official fastest lap time for every competitor in Race 1 will determine the starting positions in Race 2.
- 9.3. The official fastest lap time for every competitor in Race 2 will determine the starting positions in Race 3.
- 9.4. Race 3 will form part of the SAES Endurance 1- Hour Dash, unless there are too many cars in the Sport & GT field to accommodate them in the Endurance race. This will then be run separately.

10. RACE STARTS

- 10.1. All starts will be rolling starts. Refer **SSR 39 & 40**

11. DRIVER CONDUCT

- 11.1. Drivers will follow MSA regulations at all times. No driver will drive or behave in such a way that compromises the sport, promoters, sponsors, or series.
- 11.2. The controllers of the Sports & GT SUPER TROPHY Challenge Series will not tolerate any mistreatment or claims from a driver, his/her team, family or supporters. (refer GCR 172)
- 11.3. According to MSA GCR Handbook, incident reports must be filed and handed in to the Course Clerk thirty minutes after the race ends.

- 11.4. It is not authorised to repeatedly block a car/driver combination so that he/she cannot safely pass where the following car is faster on the circuit.
- 11.5. Bumping and/or pushing of other vehicles on the track is absolutely prohibited. The Clerk of the Course may penalise any competitor found in violation of such as per GCR 157.
- 11.6. The series clerk might consider past violations at which point penalties may be issued.

12. GENERAL

- 12.1. Only commercially available fuels will be permitted. Refer **GCR239**
- 12.2. Sports & GT SUPER TROPHY Challenge Series competitors must compete with fairness and fair play in mind.
- 12.3. Every car must be equipped with forward-facing light/s and have a rear-facing which brake and rain lights. These must be turned on constantly throughout any twilight or night race.
- 12.4. If conditions are declared a wet race, all cars must have the "Rain Light" turned on.
- 12.5. All vehicles must be pre-approved by the Sports & GT SUPER TROPHY Challenge Series controllers appointed Technical Consultant.
- 12.6. The controller reserves the right to introduce or expel regulations during the series in the best interest of the series.

APPENDIX A

HOMOLOGATIONS

FIA homologation	Make	Model	Min weight (kg)
GT3-47	Acura	NSX	1260
GT3-032	Aston Martin	Vantage	1290
GT3-051	Aston Martin	Vantage AMR	1270
GT3-038	Audi	R8 LMS	1270

GT3-035	Bentley	Continental	1300
GT3-023	BMW	Z4	1240
GT3-043	BMW	M6	1320
GT3-053	BMW	M4	1265
Cup	BMW	Z4M	TBC
GT3-036	Dodge	Viper	1250
GT3-009	Ferrari	F430	1230
GT3-029	Ferrari	F458	1260
GT3-044	Ferrari	F488	1285
GT3-056	Ferrari	296	1275
Challenge	Ferrari	360-488	1200
GT3-016	Ford	GT	1240
G3-G55	Ginetta	G55	1220
G3-003	Lamborghini	R-Ex	1240
GT3-004	Lamborghini	LP520	1220
GT3-024	Lamborghini	LP560-4	1240
GT3-040	Lamborghini	Huracan EVO	1275
Trofeo	Lamborghini	Huracan	1250
Trofeo	Lamborghini	Gallardo	1250
GT3-031	Mclaren	MP4-12C	1250
GT3-037	Mclaren	650s	1250
GT3-052	Mclaren	720s	1265
GT3-042	Mercedes	AMG	1335
GT3-030	Nissan	GTR	1300
GT3-048	Nissan	GTR Nismo	1300
GT3-025	Porsche	911 GT3-R	1220
GT3-041	Porsche	991	1240
GT3-050	Porsche	991	1235
GT3-055	Porsche	992	1250
Cup	Porsche	911 GT3	1250

APPENDIX B

GT CUP SA

1. CONTROLLERS OF THE CHAMPIONSHIP

- 1.1. The GT Cup SA controllers will be the South African Endurance Series (SAES) in consultation with the GT Cup SA committee.
- 1.2. The GT Cup SA controllers reserve the right to amend these regulations in consultation with the GT Cup SA committee.
- 1.3. The aim of the Series is to declare a MSA GT CUP Club champion and other class winners as determined by the controller from time to time.

2. ELIGIBLE CARS

- 2.1. Cars eligible for the GT Cup SA will be the Porsche 996, 997, 991 and 992 GT3 Cup models as homologated. This will be confirmed by the indicated chassis number affixed to the vehicle. Vehicles that conform to 4.2.6 above and Any Porsche 944 Turbo Cup or Porsches which have a Historic Technical Passport (HTP) as determined by the GT Cup Committee from time to time.

3. CLASSES

- Class A – 992
 - Class B – 991
 - Class C – 997
 - Class D – 996
- 3.1. Any Modified R or RS model as determined by the GT Cup Committee will be ranked one class higher.

4. TYRES

- 4.1. The DUNLOP tyre will be the official tyre used within the series.
- 4.2. Each competitor will be entitled to two sets of New marked tyres for the first event and one New marked set per event thereafter. One set is to be used for qualifying and race 1. The use of used marked tyres from a previous race may be used at any time.

5. SCRUTINEERING

- 5.1. The SEAS official scrutineers will be responsible for checking the category GT Cup SA.

6. STARTING GRID

- 6.1. Refer to point 9 of the SA SPORT & GT Super Trophy Challenge Series

7. FUEL

- 7.1. The fuel used for the GT Cup SA series must comply as per GCR 240

8. RESERVED

9. RESERVED