



2026

**MSA CLUB STANDING
SUPPLEMENTARY REGULATIONS**

**KZN ROAD RACING CLUB
PRE 80 AND PRE 90 HISTORIC
SALOON CAR
CHAMPIONSHIP**

VERSION 1

1 JANUARY 2026

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REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

1. ETHOS OF KZNRRC Historic RACING SA

- 1.1. To promote and preserve era correct historic racing saloon cars and sports cars in South Africa, by ensuring period correct participation.
- 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 sports car and 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 safety and promote safe driving standards.
- 1.8. To respect and abide by the decision of the empowered officials.
- 1.9. To compete in the KZNRRC Historic Racing championship, a competitor will have to be a member of KZNRRC
- 1.10. KZNRRC Historic Racing SA reserves the right to invite other competitors to participate in their events once ratified and agreed to by the KZNRRC committee
- 1.11. Any aspect of a car that is not specified is not automatically deemed to be permitted.

2. CONTROLLERS

- 2.1. The controllers of the Motorsport South Africa KZNRRC Historic Racing 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 KZNRRC Historic Racing. 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 KZNRRC Historic Racing Pre '80 & Pre '90 Sprint Championships. ('the Championships).
- 2.3. The MSA GCR's and SSR's, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations.

3. ELIGIBILITY

- 3.1. The following eligibility for cars shall apply:
Saloon Cars introduced before 31st December 1979 and that comply with the HMC National Technical Regulations for Pre 80 Historic Saloon Cars will be defined as Pre 80 Saloon Cars.
Saloon Cars introduced before 31st December 1989 and that comply with the HMC National Technical Regulations for Pre 90 Historic Saloon Cars will be defined as Pre 90 Saloon Cars.
- 3.2. KZNRRC Historic Racing shall draw up lists of all cars competing in the KZNRRC Historic 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 HTP that has been registered with MSA shall be eligible to compete in the MSA KZNRRC Historic Racing Championships. The last page of the HTP (declaration) must be copied annually after compliance approval and a copy forwarded to the Sporting Coordinator – Circuit and Karting at MSA to keep on file. A change in ownership of the car requires a new HTP.
- 3.4. Drivers must hold a current and valid MSA license that is applicable to this series..
- 3.5. Where a competition vehicle is largely compliant to the governing regulations but fails on a minor regulation requirement, the TC / KZNRRC committee may rather afford a 90 day dispensation. Said dispensation will allow the competitor to participate in the event however not accumulate championship points until the HTP is approved and submitted to MSA

4. SPONSORS EXPOSURE

- 4.1. Advertising material, as deemed necessary by the relevant Club Committee in terms of the promotion of a series sponsor/s, shall be displayed on each competitor's car and/or racing apparel and in a specified position. KZNRRC Historic Racing 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.

5. DRIVER CONDUCT

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

- 5.1 Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalized 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.
- 5.2 Any competitor who disadvantages another competitor by bumping said competitor's vehicle, 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 penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 5.3 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.
- 5.4 When attempting an overtaking manoeuvre coming into a turn, at the end of the braking area, the front bumper of the overtaking vehicle must be past the "B" pillar of the vehicle ahead before the entry to the turn.
- 5.5 If this is not the case then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner.
- 5.6 If the bumper of the overtaking vehicle is past the "B" pillar of the vehicle ahead, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit. Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.
- 5.7 At the discretion of the COC, all new drivers to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their vehicles for their first two or three race meetings

6. INCIDENTS ON TRACK

- 6.1. 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 (Refer SSR 61)
- 6.2. The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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.
- 6.7. 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.
- 6.8. Yellow and/or Red cards may be issued by the KZNRRC Historic 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.
- 6.9. The competitor has a right to appeal to the KZNRRC Historic 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.

7. GENERAL RULES

- 7.1. There will be separate KZNRRRC Historic Racing SA championships for Pre '80 & Pre '90 Saloon and Sports 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.
- 7.2. The Championships will be run over a minimum of 8 rounds (events) per annum, however 7 rounds count towards the championship. All Competitors lowest scoring single race event (2 heats) will be disregarded when calculating the final championship standings. This may include a missed event where the scores would be zero for that event.
- 7.3. The minimum sprint race distance shall be 16 laps total race time at each race meeting, to be run over one, two or three races/heats. This is subject to COC decision, should there be a change, the COC will announce the change on the noticeboard
- 7.4. Notwithstanding the above, if for reasons of force majeure, it is not possible for all the races originally scheduled to take place at a meeting, refer to the provisions of GCR 273.
- 7.5. Each round shall consist of two sprint races.
- 7.6. The grid for Race 1 of a round will be determined by qualifying times in official practice. In the event of a timing system failure in qualifying, the grid for Race 1 will be determined by Championship standings per class as at the previous event.
- 7.7. The starting grid for race two of a round will be determined by the position competitors finish race one. The starting grid for race three of a round will be determined by the position competitors finish race two. A competitor with a DNF in Race 1 will start on the grid in the next position behind the slowest competitor. In the event of a timing system failure during Race 1 the grid positions per class will be determined by the finishing positions per competitor in Race 1 for Race 2. In the event of a timing system failure during Race 2 the grid positions per class will be determined by the finishing positions per competitor in Race 2 for Race 3. If for reasons of a timing failure there is no official timing in the practice / qualifying session, grid positions will be determined by the Championship standings at that point of the season per class. Should a driver not achieve a qualifying time due to a faulty transponder / failed timing (for that specified individual only) then he/she will start 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. Should a competitor not attend the allocated qualifying session he/she will start at the back of the grid.
- 7.8. The start of each race will be by way of a rolling start. Competitors must ensure that the gap between the cars coming onto the start straight is no greater than one car length. 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. (refer to SSR39)
- 7.9. 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.
- 7.10. Points will be scored in classes on the following basis for each race:

Pos	Points
1	25
2	20
3	16
4	13
5	11

Pos	Points
6	10
7	9
8	8
9	7
10	6

Pos	Points
11	5
12	4
13	3
14	2
15	1

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

- 7.11. The final race of the season is subject to double points calculated on both heats of the event.
- 7.12. Subject to clause 7.13, a competitor may accumulate points from more than one class during the season, towards the championships. All class points shall be scored in the relevant class in which the car raced. However, when a competitor obtains a 2nd break-out time or an immediate break out time and is moved up a class, he/she will only take 50% of their points into the next class.
- 7.13. 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.
- 7.14. In the case of a tie breaker on the day of the event, the competitor with the fastest overall race time over the combined 2 heats for the day shall be deemed the higher placed competitor.

8. VEHICLE CLASSIFICATION

- 8.1. No car shall be permitted to race in the Championship unless the owner/competitor has a valid HTP approved by the relevant TC and is registered with the MSA. Where a competition vehicle is largely compliant to the governing regulations but fails on a minor regulation requirement, the TC / KZNRRC committee may rather afford a 90 day dispensation to the competitor. Said dispensation will allow the competitor to participate in the event however not accumulate championship points until the HTP is approved and submitted to MSA.
- 8.2. 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.
- 8.3. 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.
- 8.4. 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.
- 8.5. 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.

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 break-out times and immediate break out times.
- 9.2. Break-out time - competitors that lap faster than the allotted break-out time per class (refer Appendix A) will be placed under observation in terms of their lap times. If a competitor under observation breaks out on a second occasion they will be immediately moved to a suitable higher class and take 50% of their accumulated points to the higher class. (Refer Clause 7.12)
- 9.3. If a competitor achieves a lap time of the immediate break out time (refer Appendix A) or faster 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. (Refer Clause 7.12) This move may be advised verbally by the committee member appointed by the club for the duty.
- 9.4. 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.
- 9.5. 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). Said competitor will retain his/her accumulated points from the higher class.
- ~~9.6. 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 Steward.~~

9.7. A competitor shall not be allowed to change his vehicle on race day without permission from the relevant COC & club steward 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.

9.8.

KZNRRC Annexure A		
	Break Out Time	Immediate Break out
B Class	01:13.2	01:12.2
	01:16.7	
C Class	01:16.8	01:15.8
	01:18.4	
D Class	01:18.5	01:17.5
	01:20.9	
E Class	01:21.0	01:20.0
	01:24.4	
F Class	01:24.5	01:23.5
	01:27.9	
G Class	01:28.0	01:27.0
	01:30.9	
H Class	01:31.0	01:30.0