



**2026**

**MSA CLUB STANDING  
SUPPLEMENTARY REGULATIONS**

**KZN ROAD RACING CLUB  
CIRCUIT CAR RACING  
CHAMPIONSHIP**

**VERSION 1**

**1 JANUARY 2026**

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

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

## REGULATIONS AND SPECIFICATIONS FOR THE 2026 KWAZULU NATAL CLUB CIRCUIT CAR RACING CHAMPIONSHIP

### THE KWAZULU-NATAL ROADRACING CLUB SERIES

Previous race experience is not a requirement and new competitors are most welcome. Track day experience for new entrants is a must to ensure the safety of the new entrant, as well as the rest of the competitors.

#### A. CONTROLLERS

The controllers of the championship will be Kwazulu-Natal Road Racing Club.

#### B. AIM OF THE CHAMPIONSHIP

To declare 2026 MSA Kwazulu-Natal Road Racing Club Champions in the classes as listed as per SSR 1 of these regulations.

#### C. ELIGIBILITY OF DRIVERS

- All eligible drivers must be in possession of a minimum of a current MSA Club Circuit racing competition license valid for car racing.
- Drivers must be members of the KZN Road Racing Club.
- Minimum number of starts = 6.

#### 1. CHAMPIONSHIPS & TROPHIES

1.1. The KWAZULU-NATAL ROADRACING CLUB Champions will be the overall winner from each Category Super GT, ~~Sports Cars~~, Modified Cars, ~~Porsche Challenge~~, and Time Challenge based on accumulated points from the respective class. Should there be a tie, then the greater number of Category wins, followed by second positions and, if required, third positions etc. will be considered in order to break the tie. Category winner badges and subsidiary championship trophies will be awarded to drivers accumulating the most points within the following classes:

- Super GT
- ~~Sports Cars~~
- Modified Saloons
- Time Challenge

1.2. There will be Classes per Category which will all have Club Status

1.2.1 **Three** classes for Super GT cars as detailed later on in these Regulations

1.2.2 ~~One class for Sports Cars for cars as detailed later on in these Regulations~~

1.2.3 A, B, C, D ~~and E~~ classes for Modified ~~and Super Modified~~ cars as detailed later on in these regulations.

Points per heat in respect of all Classes shall be awarded as detailed in these Regulations for club championship.

1.3 The Number of participants in a Class shall be determined as the total number of cars in that class participating in any of Qualifying or Heats **1, 2 or 3**.

1.3.1 All races will be club championship races, unless otherwise specified. One away event will take place outside of KZN.

1.3.2 Subject to the number of competitors exceeding the minimum stipulated in the organiser's regulations for the day, the trophies shall be awarded per event as follows:

- ~~Sports cars 1st, 2nd & 3rd~~
- Super GT Class A 1st, 2nd & 3rd, ~~(Numbers dependant)~~
- Super GT Class B 1st, 2nd & 3rd, ~~(Numbers dependant)~~
- Super GT Class C 1st, 2nd & 3rd,
- Modified A 1st, 2nd & 3rd
- Modified B 1st, 2nd & 3rd
- Modified C 1st, 2nd & 3rd
- Modified D 1st, 2nd & 3rd
- ~~Modified E 1st, 2nd & 3rd~~
- Time Challenge

1.4 Awards per event (Trophy's for the day) shall be determined as follows:

Modified A,B,C, D ~~and E~~ Classes (A to **D** Class) - the highest number of laps at the lowest total race time across the two heats will determine the trophy winner and subsequent positions in each class (subject, however, to relevant regulations regarding cut-off time that may be applicable within any class). Any Competitor that breaks the immediate Cut off time will be moved up immediately (elastic rule applies).

(Championship points will be allocated as per section 11.)

1.4.1 All championship race heats to be a minimum of 10 laps x 2.5km in length unless otherwise stipulated/changed by the COC.

Class **4** (Time Challenge) will be Time Trial based using an "Index of performance" method to determine the overall winner.

For purposes of these regulations a 'racing event' is classified as qualifying and/or race heats

1.5.1 Scrutineering & eligibility to compete

All competitor vehicles must be presented to, and approved by, the circuit Scrutineers prior to participation in any Qualifying or Race session.

1.5.2. All vehicles must comply with the specifications stipulated herein, as well as All Classes must have Log Books and Environmental Mats for each Vehicle.

All vehicles must comply in full with the stipulated specifications of the Class Category in which they are entered.

1.5.3. Prior to participating in its first event for the season and after any contact, incident or material modification, a competitor vehicle must be presented for, and pass, a series of inspections conducted by the Class Scrutineer

1.5.5 The Race Committee may from time-to-time develop for adoption additional monitoring standards, guidelines, requirements, and/or procedures which it will then apply at its sole discretion

New competitors will be required to identify themselves by the attachment of a ribbon trailing behind the vehicle. The ribbon will be danger tape 1 meter in length and be supplied by the competitor.

This is a requirement for the first 2 race meetings for any new competitors and will be reviewed thereafter by the Race Committee.

## 2. **Racing Numbers & Logos (All Classes)**

- 2.1. All vehicles will carry numbers and class identification by use of prefix A, B, C, D ~~or E~~ (A to D Class) as designated for the series. A minimum of 3 number boards must be placed on the vehicle, 1 on either side, and 1 on the Bonnet / Nosecone. Placing one on the rear of the Vehicle is recommended, but optional.
- 2.2. The Committee or race organisers may, from time-to-time, determine the positioning, size and quantity of series sponsor logos.
- 2.3. Standard Number boards will be required by all competitors as provided by the CLUB at a nominal fee. (supplied by club ensures uniformity)
- 2.4. Transgressions may result in a loss of points for the event concerned.
- 2.5. If Race numbers have not been used for a season, that number will become available for any other competitor to use. Each Competitor has the right to reserve his current Number for another season by submitting a request in writing to the Race Secretary.
- 2.6. **Class sponsorships take precedence over all other sponsors. Any competitor participating in a class with an official class sponsor must display the required sponsor boards and/or logos in the specified positions on their vehicle. Failure to comply will result in the competitor being disqualified from the event until the correct decals are affixed.**

**It is the sole responsibility of the competitor, driver, or entrant to ensure they have obtained and correctly fitted the required sponsorship boards or decals. Competitors must verify the current sponsorship requirements with their respective class representative prior to their first event. Failure to do so may result in the competitor being reassigned to a non-sponsored class.**

## 3. **Vehicle Eligibility – Category Super GT**

3.1 Category Super GT has **three** Classes – Class A , Class B **and Class C**

### 3.2 **Tyres**

- 3.2.1 **Wet weather tyres and Slick tyres are permitted only for Class A, regardless of lap times achieved**
- 3.2.2 **Backdraft Series competitors may only use the BDR (Backdraft Racing) specified tyres – Contact Brian Martin for details**
- 3.2.3 **Cobra competitors (other than BDR) to use semi-slick tyres of any brand**
- 3.2.4 **Wet weather tyres are not permitted for classes other than Class A**
- 3.2.5 **Class B & Class C – This is Limited to the use of Semi Slick tyres only**
- 3.2.6 Modifications are free of limitations

### 3.3 Points Scoring (Sports Cars)

Points towards the championships will be scored per race/heat on the following basis:

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

**3.3.1** Points for the final event of the year is calculated as above (rule 3.3).

**3.3.2** Double points do not apply in the Super GT classes

**3.3.3** All Competitors lowest scoring event (3 race heats) will be disregarded when calculating the final championship standings for all classes. A non-starter / No Show event however cannot be considered as a dropped / disregarded event

**3.3.4** A competitor exceeding a cut-off time of a class will take his club championship points scoring to the higher class as follows, Class changes are immediate and will be in effect for both races of the event regardless of the race in which the competitor is deemed to have broken out. Pro-rata Points scoring will then take effect as per break out rule for your new class

Race Event 1 to 3 - 75% of points earned carried forward.

Race Event 4 to 6 - 50% of points earned carried forward.

Race Event 7 onwards - 0 points to be carried forward.

**3.4** Finisher Classification

**3.4.1** To be classified as a finisher, the vehicle must have crossed the finish line and received the chequered flag under its own power. A competitor with a DNF is awarded zero points for each DNF race.

**3.5** Class Times

- Super GT A Class time is a 1m16.99s and faster
- Super GT B Class cut-off time is a 1m17s to 1m19.99s thereafter will move to Super GT A
- Super GT C Class cut-off time is a 1m20s. thereafter will move to Super GT B

**3.5.1** The qualifying time achieved at the first entered event of the year determines the competitors respective class as per Rule 3.5

**3.6** Elastic and Breakout Rule

Elastic Rule: If a driver exceeds their class's breakout time by less than one (1) second and this occurs on only on one (1) lap during a race event (including qualifying or races) the competitor is given a choice:

Move up to a higher class OR Remain in their current class

**Breakout Rule: A competitor will be automatically moved up to a higher class if they exceed their class's breakout time (record a lap faster than the breakout time) by less than one (1) second on two (2) or more laps during a single event (including qualifying and races).**

**If the Entrant/Driver exceeds the Breakout time by more than one (1) second, The competitor will immediately Breakout into next class as per Rule 3.5**

#### **4.0 Race Start**

##### **4.1 Race start is a rolling start as per below:**

**Cars to be in staggered formation and in tram line formation. Racing will commence when the red light goes out or the MSA flag drops. If a car is out of formation either forward or reverse, a penalty will be imposed. The start lights or dropped flag is the start of racing and not determined by the start line.**

##### **4.2 Tie Breaker**

**Overall positions for the day will be determined based on cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor with the greater number of first positions, failing this seconds, thirds, etc. If a tie still remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats on the day.**

Overall positions for the day will be determined based on cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor with the greater number of first positions, failing this seconds, thirds, etc. If a tie still remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats on the day.

#### **5. Vehicle Eligibility– Category Modified Production Cars**

- The following regulations will place the entrant within the modified class. If there is any uncertainty with the regulations listed below, please contact the Committee or Modifieds Class Rep. Entrants, drivers, and competitors are responsible for contacting their class representative or the committee before their first event to confirm they have all the necessary requirements to participate. For the Modifieds class, important event updates and class-specific communications will be shared in the Modifieds WhatsApp group. If an entrant or driver is not part of this group, they should ensure they are added to stay informed.
- Race Committee for the following Regulations refers to the panel comprised of, Class Rep, Chief Scrutineer and the Club Chairmen. In the event there is a ruling that needs to be decided, the competitor will need to contact the class rep to start the process.

5.1 Any new entrants need to consult with the KZN Road Racing Modified's Class Rep to confirm eligibility prior to the Race event they have entered. In the event there is ambiguity on a ruling, the Race Committee will meet and vote on the eligibility of the entrant.

5.2 Only permanent enclosed roofed type vehicles (tin tops) are eligible to race in this Category, the Race Committee may, at its discretion allow an entrant to the extent that such entrants do not present a safety risk. Roof and rear quarters must remain original steel.

5.3 All Wheel drive or 4x4 vehicles are not permitted in this category.

- 5.4 Sports Cars are not permitted in this category. The classic definition of a sports car is a small 2-door vehicle made for the express purpose of quick performance and masterful handling. In the event there is ambiguity the Race Committee will decide on the eligibility of the entrant after an investigation into whether the Race car in question is a sportscar or not.
- 5.5 There are no limitations on engine displacement, Cylinders, or Induction type (Super Charged or Turbo Charged) in this category. Should the entrant pose a safety risk the Race Committee will meet and vote on the eligibility of the entrant.
- 5.6 The use of Fiberglass or Carbon panels is allowed provided it does not present a safety risk. This is limited too, Bonnet, Front Quarter panels (Fenders), All Doors and boot-lid.
- 5.7 Roof and rear quarters must remain steel.
- 5.8 The replacement of Front Windscreen is permitted provided the Material is polycarbonate only. Thickness must be no less than 3mm thick and braced in the centre by means of Aluminium or Steel square tube secured with Rivets/nut and bolt on the top and bottom of the windscreen frame. The windscreen must be secured using Rivets, Sikaflex or nuts and bolts.
- 5.9 Space frame chassis or Tubular chassis are not permitted in this category. A Space Frame or Tubular chassis is defined where most or all of the Unibody structure has been replaced with drawn piping. In the event there is ambiguity the Race Committee will decide on the eligibility of the entrant.
- 5.10 Suspensions may be modified providing the original type and the manufacturer's original Strut mounting points per wheel on the body are retained and utilised in the suspension setup (eg: Factory pickup points, mounting points and strut mounting points) Adjustable Camber and Caster plates are permitted and may be welded or bolted to the original factory strut mounting point. In the event there is ambiguity the Race Committee will decide on the eligibility of the entrant.
- 5.11 Tyres, Only original manufacturer racing semi slicks will be accepted no matter the weather conditions and they must be of the following brand make. Bridgestone, Toyo, Dunlop or MRF. Additional brands may be used at the committee's discretion. Competitors are advised to ensure they have checked with the committee before purchasing tyres. No re-treaded or Re-grooved tyres are permitted. No road legal semi slicks are permitted. No additives or "paint on" chemicals may be used to increase traction or alter the compound in anyway. Tyres must remain as they were purchased from the manufacturer.
- 5.12 The Modified Class cut-off times will be determined by the Race Committee for each circuit and may be published by an MSA Bulletin. Breakout times may be reviewed if there are changes to the circuit during the year.
- A Driver exceeding a cut-off time of a class may take his club championship points scoring to the higher class as follows, Class changes are immediate and will be in effect for both heats of the day regardless of which heat in which you are deemed to have broken out. Pro-rata Points scoring will then take effect as per break out rule for your new class
- Race Event 1 to 3 - 75% of points earned carried forward.  
Race Event 4 or 5 - 50% of points earned carried forward.
- Race Event 6 onwards - 0 points to be carried forward.
- Dezzi Raceway

- Modified A Class cut-off time is a 1m17s thereafter will move to Super GT's
- Modified B Class cut-off time is a 1m20s thereafter will move to Modified A
- **Modified C Class cut-off time is a 1m23s. thereafter will move to Modified B**
- **Modified D Class cut-off time is a 1m26s. thereafter will move to Modified C**

All Drivers will grid for Heat 1 as per their qualifying time. All Drivers will grid for Heat 2 as per the finishing position in Heat 1. All Drivers will grid for Heat 3 as per their finishing position in Heat 2.

#### 5.13 5-Ball Draw – Grid Swap Procedure

- The top 5 finishers from Race one (1) and Race two (2) will each draw a numbered ball from a bag.
- The draw will be conducted by the Class Representative or another designated Club Official, either in the media centre or at another agreed location fifteen (15) minutes after the race has completed. All affected competitors must be present for the draw.
- If a Competitor does not arrive on time, or a representative is not present on their behalf, the officiating Club Official will draw on their behalf.
- Balls will be drawn in finishing-position order.
  - Example: 1st place draws first, 2nd place draws second, and so on.
- The number on the ball determines the competitors grid position for the next Heat.
- The Timing Office will update and publish the revised grid on the WhatsApp Race Notice Board once the draw is complete.

If a competitor changes his/her vehicle during the championship season, the competitor must contact the Modifieds Class rep, notifying the Rep of the change of vehicle.

The competitor will need to requalify at the first event he/she participates in with the new vehicle. Championship points will be adjusted at the end of their first Event according to the rules in 5.12

Elastic Rule – Where an Entrant/Driver breaks out of their current classes breakout time by less than one second and only one (1) lap during a race event (qualifying, and races), the competitor will be given the choice to either move up a class or stay in their current class.

Breakout Rule - The Breakout will require two (2) laps in any one (1) race event (qualifying, and races) where a competitor exceeds (lap time faster than) the breakout time by less than one (1) second. In this rule the competitor will not be given a choice and will automatically be moved.

If the competitor exceeds the Breakout time by more than one (1) second, The competitor will immediately Breakout into next class.

#### 5.14 Bonus Points for Fastest Lap – Modifieds ONLY

**One (1) bonus point will be awarded to the driver who sets the fastest lap in either Qualifying, Race one (1), or Race two (2)**

**To be eligible for the bonus point, a competitor must complete the minimum required laps to be classified as a finisher. If a competitor is not classified as a finisher, they are not eligible for the bonus point in that race/session.**

**Fastest-lap bonus points are awarded per class: Modifieds Class A, B, C, and D. Points are calculated at the end of each race event.**

**Example: If a driver starts in Class D and sets the fastest lap in Qualifying but then breaks out into Class C during the race day, the driver does not carry the bonus point into their new**

class. In this case, the bonus point for that session is awarded to the next fastest eligible driver in the original class (Class D) for that race.

#### 5.15 Modifieds Overall Champion – Modifieds ONLY

The Modifieds overall champion will be based on a combination of Championship points and Index of Performance points allocated per race at each event.

To be eligible for Index of performance points you must have completed the minimum number of laps to finish the race, If the competitor is not classified as a finisher, he/she will not be eligible for Index of Performance points. To be eligible for Index of Performance you must adhere to Rule 5.16

Index of Performance is calculated as follows:

1. Total Heat Time Divided by the Entrant/Drivers fastest lap for the Heat = Number of possible laps
2. Number of Laps divided by number of possible laps = Index multiplied by 100 to show as percentage.

EG: Total Heat Time = 9:25.618, Fastest Lap = 01:19.136, Heat Laps = 7

$9:25.618 / 1:19.136 = 7.14742$

$7 / 7.14742 = 0.9794 * 100 = 97.94\%$

Index of Performance is 97.94%

Points will be allocated across the entire modifieds class irrespective of Championship classes. Example, If a competitor in Class D scores an Index of performance of 99.25% and a competitor in Class A scores an Index of Performance score of 98.00%. The competitor in Class D will get more points than the Entrant/Driver in Class A.

At the end of the Championship Season, The Total Class Championship points for the competitor will be added to the Total Index of Performance points accumulated over the season. The competitor with the highest points will be the Modifieds Overall Champion.

#### 5.16 In-Car Timing Devices – MODIFIEDS ONLY

In-car timing devices must not be visible to the driver during Race one (1), Race two (2), and Race three (3).

This rule supports the various Modifieds Time based Championships.

In-car timing devices may be visible during Qualifying only.

##### Protests

If a protest is lodged, it is the responsibility of the competitor to supply video evidence to the CoC refuting the claim.

The video must clearly show that the timing device is not visible to the competitor while driving the car and not being used to monitor lap times during the races.

## Penalties

If an competitor is found to have used a visible in-car timing device during any of the races at the event, he/she will be disqualified from the Index of Performance, Overall Modifieds Championship and Modifieds Class Championship.

### 6. Vehicle Eligibility–Time Challenge

This is a time based class. Vehicles do not require a roll cage as it is not racing head to head. However all vehicles will carry a 1.5kg Fire extinguisher mounted within reach of the driver whilst strapped into the race seat. All cars are subject to Race scrutiny and Competitors must comply with Scrutineers Requests.

**6.1** Competitor must finish the race. To be classified as a finisher, the vehicle must have crossed the finish line and received the chequered flag

**6.2** Time Challenge will be Time Trial based using an “Index of performance” method to determine the overall winner. (Index of Performance – smallest time variance between fastest lap and slowest lap (excluding out-lap and pitting lap) on condition that rule 6.1 is attained.

**6.3** A competitor that achieves a lap time faster than 1m25s will be disallowed to compete in the Time Challenge Class. These competitors need to approach the committee with a proposal requesting approval to compete in the Time Challenge Class. (Time Challenge Class is a class that allows newcomers an entry point into motor racing)

**6.4** Time Challenge Points:

Points towards the index of performance will be scored per race/heat on the following basis:

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

### Regulations listed below refer to all classes:

#### 7. Pit Allocation:

Car and trailers are to be removed out of the pit area immediately after offloading. Trailers are to be parked in the trailer park. Any Trailers not parked in the correct location will be removed.

Pits are booked at the beginning of the year. If you do not have an allocated PIT, please contact your class rep before the race event.

#### 8. Eligibility

The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles comply with the specifications as per the MSA Handbook and relevant regulations.

## **8.1 Social media**

Social media is not to be used as a forum to raise disputes, voice personal opinions or views relating to club matters or events, discuss issues or bring the clubs name into disrepute. If there is a grievance this is to be addressed with your class rep who will bring it to the committee meeting. If a club member comments negatively or brings the clubs name into disrepute, the Committee will discuss the issue at the next committee meeting and the member will be issued with one of the following.

### **Warning**

Suspension from club events (time determined by committee)

Banned from all club events

## **9. All Entries**

- 9.1 Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:
- 9.2 Entries will be accepted, in the order of being received, up to a maximum of 32 cars only
- 9.3. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- 9.4 Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109.
- 9.5. The organisers reserve the right to cancel or amalgamate a category should less than 6 entries be received

## **10. Safety List**

### **10.1.1 Roll-over protection**

A roll bar with at least six mounting points or role cage as per MSA is required for all Race Classes. The primary aim of the Rollover Structure, when correctly designed and installed, is to reduce the risk of injury to the occupant/s.

10.1.2 The design and construction of the Rollover Structure, where not covered by individual racing category regulations and specifications, must as both applicable and appropriate, comply to the minimum requirements as stipulated in Appendix J of the FIA Articles in so far as they relate to the ability to withstand the prescribed vertical and lateral loads and allowable elastic and permanent deformation of the primary member of the rollover structure, to a maximum of 50mm

10.1.3. Taking the above parameters into consideration, the general configuration, with the driver in the normal seated position and safety harness securely on and ready to compete, the rollover structure shall:

10.1.4 Be at a minimum height of 50 mm above the driver's helmet measured from a horizontal line drawn across the top of the primary rollover member;

10.1.4. Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;

10.1.5 In combination with the vehicle structure shall not leave unprotected any part of the drivers shoulder profile when viewed from the front or rear of the vehicle;

10.1.6 Be adequately braced longitudinally and laterally.

- 10.2. Fire extinguisher Compulsory all Classes.  
Fire extinguisher in vehicles must be as per GCR 257.
- 10.3. Wheel Studs  
Wheel nuts should have at least 1.5 x diameter's engagement with studs. Closed nuts are not allowed.
- 10.4. Brakes  
Brake callipers to be attached to suspension using Grade 8.8 or better bolts. Brake discs should not show evidence of structural cracking. Brake hoses should be in good condition and must not rub against moving parts such as wheels, tires or the ground. Brake fluid to be replaced at least yearly, and should appear clean and be uncontaminated. The level of brake fluid should be within limits before every race. Brake pads must have at least three (3mm) of friction material left before every race.  
Brake pedal must be firm, and have the correct travel.  
All cars must have visible working brake lights at the rear.
- 10.5. Electrical system  
Battery cut-off switches to be fitted to All Racing Classes and must be accessible to marshals from outside the car as well as being accessible to the driver when fully belted into the Race car. A decal should show the position of the cut-off switch and the direction to turn the power off. Batteries to be securely mounted and covered if mounted in the driver area. Wiring to be in good condition and connections should be insulated. Grommets should be fitted where the wiring goes through all panels. When the Battery cut-off is switched off, it must completely cut ALL electric power and the engine must stop.
- 10.6. Clothing  
Fire Retardant Racing overalls, Gloves and Shoes to be worn by all Racing Class competitors. Fully enclosed shoes, Shirt, Trousers and gloves to be worn by all competitors Full face, double D- Clip Helmets are to be worn by all competitors and must be in good condition. Time challenge to wear long sleeve cotton shirt, cotton trousers and closed shoes.
- 10.7. Seat Belts  
Safety belts/harnesses Four, Five or six Point, shall be fitted in accordance with the requirements of the MSA safety commission. The harness must be in good condition.  
All belts expiry and grace period must be within the GCR rulings.
- 10.8. Other  
All cars shall, at a minimum, have two (2) mirrors, positioned such as to have an unobstructed view behind the car. Sump, gearbox and diff drain plugs, oil filters and threaded fittings, shall be safety-wired in place. Indicated towing points are to be provided front and rear. No loose carpets or other items shall be present in the car. All headlight glass to be taped. Engine oil to breathe into a catch min 2l tank or inlet manifold. Cooling system to breathe into a catch tank with a minimum capacity of two (2) litres.

Cooling System, Ethylene –Glycol (antifreeze) is not permitted in the cooling systems.

Steering wheel and seat must be securely mounted to the satisfaction of the scrutineer.

All competitors must have an Environmental mat placed under the cars running gear at all times, that the car is stationary in the pit area.

## 10.9 Yellow Card system

### Criteria

- If a Competitor, Driver, or Entrant is involved in three officially reported incidents and is found guilty of misconduct or unsportsmanlike behavior, the Clerk of Course (CoC) will issue a "Yellow Card" to the individual.
- All incidents must be reported on the day they occur. An incident report must be completed, and the Clerk of Course must make a decision on the same day regarding the outcome of the incident. Each incident shall be classified as either a racing incident or a case of misconduct or unsportsmanlike behavior.

### Issuance of the Yellow Card

- The *Clerk of Course (CoC)* will issue a "Yellow Card" at the earliest opportunity following the decision.
- This may occur either during the event where the incident took place or at the subsequent race event as this must be issued in person.

### Purpose and Validity

- The first Yellow Card serves as an official warning against unsportsmanlike behaviour, as outlined in the *Code of Conduct*.
- Examples of unsportsmanlike behaviour include, but are not limited to, the use of abusive or foul language directed at other competitors or officials as well as reckless or dangerous driving.
- A Yellow Card remains valid for three race meetings from the date of issuance.

### Progressive Penalties

- **First Yellow Card:** No immediate penalty, but serves as a formal warning.
- **Second Yellow Card:** A thirty (30) second penalty is added to the competitors, drivers or entrants race time, and the card's validity is extended by an additional three race meetings.
- **Third Yellow Card:** The competitor, driver or entrant is excluded from the remainder of the current race event and will be prohibited from participating in the following race event.
  - If the third Yellow Card is issued during the last race of the season, the competitor, driver or entrant will miss the first event of the next season.
- **Sticker Requirement**  
Once a Yellow Card is issued, the competitors, drivers or entrants must affix a yellow sticker to the top left corner of their number board on both sides of their vehicle.

## 11 Championship Points

11.1 Class Championship points will be calculated as per point allocations per individual heats.

A Finisher is determined as follows

A motor vehicle must have completed at least two thirds of the race distance under its own power

This is defined as follows – The number of Laps for the Race, divided by three, Multiplied by 2 and rounded to the Nearest Number.

- 10 Lap Race – 7 laps must be completed
- 9 Lap Race – 6 laps must be completed
- 8 Lap Race – 5 laps must be completed
- 7 Lap Race - 5 laps must be completed
- 6 Lap Race – 4 Laps must be completed

A DNF is determined as motor vehicle that does not complete at least two thirds of the total laps rounded to the nearest lap for that race heat. If a competitor does not complete two thirds they will not be allowed to score points for that heat.

The Last event of the year is for double points in all heats.

Away KZNRRC events will carry an additional twenty-five (25) points for attendance.

All Competitors lowest scoring event (2/3 heats) will be disregarded when calculating the final championship standings for all classes.

11.2 Points allocated per heat finish positions are as follows:

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

## 12 RACE DISTANCE

Each race meeting or round of a championship will generally consist of two (2) separate races, each with a minimum race distance of twenty-four (24) kilometres and a maximum race distance will not exceed fifty (50) kilometres. All distances will be to the next completed lap. Notwithstanding the above, an organiser may apply to MSA for permission to run one (1) race only at a particular meeting under exceptional circumstances. Race distance in this case may not exceed fifty (50) kilometres, unless permission to the contrary is granted by MSA. To be classified as a finisher, the vehicle must have crossed the finish line and received the chequered flag under its own power.

## 13 FUEL

The use of any fuels or fuel mixtures other than those specified below is **strictly prohibited**: This includes, Methanol, Nitrous and Nitromethane as well as any combination of mixtures that contain the prohibited fuels.

1. Standard Petrol or Diesel: Fuel must be readily available to the South African public from dispensing pumps at commercial filling stations.
2. Standard Petrol or Diesel with Octane Booster: The octane booster must be commercially available to the South African public from retail stores (e.g., NF Ultra).

3. Standard Petrol with Ethanol.
4. Avgas also known as Aviation gasoline.

#### Fuel Sample Testing Procedure in the Event of a Protest

In the event of a protest, the Clerk of the Course (CoC) will require a fuel sample from the Entrant, Competitor, or Driver's vehicle. The following procedure will apply:

#### Sample Collection:

The fuel sample will be collected directly from the vehicle under the supervision of the CoC. The sample will be properly labeled and sealed to ensure its integrity.

#### Cost Responsibility:

If the Entrant, Competitor, or Driver is found to have violated the rules, they will be responsible for covering all costs associated with the testing.

If the Entrant, Competitor, or Driver is found to be innocent, the protestor will be liable for all testing fees. This procedure ensures fairness and accountability while maintaining the integrity of the competition.

#### **14 Tampering**

If an entrant or competitor's team is caught tampering with a competitor's equipment, or vehicle, they will be asked to leave and only be allowed to re-enter their next KZNRRRC event, subject to the committee approval.

#### **15 GRID POSITIONS**

Grid positions for heat 1 will be as per qualifying. Heat 2 will be as per finish positions of Heat 1. If timing is not available Points standing to date will determine grid position for heat 1.

It is up to the competitor to know their track position prior to the start of the race, failing to do so will result in driver starting from the back.

If transponder/timing is to fail, driver will be placed behind the last driver in his or her category.

#### **16 Protests**

Protests shall be lodged as per MSA GCR's (refer GCR's 197 through 207)

#### **17 Contact Details Motorsport SA**

Contact: Karin Britton

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KZN Working Group

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