



2026
MSA NATIONAL CHALLENGE STANDING
SUPPLEMENTARY SPORTING AND
TECHNICAL REGULATIONS

VOLKSWAGEN ROOKIE CUP

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. REGULATIONS

All qualifying races will be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa (MSA), these regulations, the Supplementary Regulations and Final Instructions issued by the Promoters.

2. AIM OF THE SERIES

a) To declare a National Challenge Volkswagen Rookie Cup Winner.

3. CONTROLLERS OF THE SERIES

a) MSA shall have overriding authority in all aspects of the series. Volkswagen Motorsport shall be responsible for the normal administration of the series, subject to the aforementioned.

4. ELIGIBILITY OF VEHICLES

a) All vehicles will be prepared and operated by Volkswagen Motorsport.

b) The vehicles will be Polo Vivo race cars fitted with roll cages and powered by 1.0l turbo charged 3 cylinder engines with manual transmission. All cars constructed by VW Motorsport.

5. ELIGIBILITY OF DRIVERS

a) Drivers must make application to the controllers to participate in Volkswagen Rookie Cup.

b) Drivers must turn 14 by the end of June 2026 and must not be older than 16 at any point in the competing year.

6. PIT AREA

All cars will pit in the same area. The area in the immediate proximity to the race cars will be limited to the crew, the driver and one parent representing the driver. No interference in the running of the cars is permitted and any concerns must be brought to the attention of the Clerk of the Course or Volkswagen Motorsport Manager or his appointed stand-in.

7. SCORING OF THE SERIES

a) The series winner will be the competitors with the greatest number of points scored as at the completion of the last race in the series.

b) A minimum number of 6 starters is required to declare a Winner.

c) All scheduled races shall count towards the final standings.

d) Points will be scored per race as follows:

Points Scoring for Series

- 12 points – 1st place
- 9 points – 2nd place
- 7 points – 3rd place
- 6 points – 4th place
- 5 points – 5th place
- 4 points – 6th place
- 3 points – 7th place
- 2 points – 8th place
- 1 points – 9th place

8. SERIES FORMAT

- a) The Controllers (VW Motorsport) reserve the right to run a format consisting of two or three races at any given event.
- b) Two race format:
Shall generally be a minimum race distance of 24km per race when equal length races are run.
Unequal length races may also be run, in which case Race 2 will be longer than Race 1.
- c) Three race format:
Races 1 & 2 will typically be shorter races and can be run 'back-to-back'.
Should Race 1 and 2 be run "back to back", competing cars will proceed straight to the grid after Race 1 where they will be held in parc ferme conditions. Any penalties resulting from Race 1, when race 1 and 2 are back to back, will only be applied at the end of race 2.
Only Volkswagen Motorsport crew and the appointed Driver Coaches will be permitted onto the grid to attend to minor repairs, subject to approval from the Clerk of the Course or Technical Consultant. Any car needing a wheel change or more major repair work will be moved to the pits and required to start Race 2 from pit lane.

9. ONE CAR PER MEETING

- a) Typically only one car per race meeting will be allowed other than if Volkswagen Motorsport have a spare car available.
- b) Should a vehicle be extensively damaged (bodywork, not mechanical) beyond immediate repair during Qualifying or any of the races and Volkswagen Motorsport have a spare car available, the Controllers together with the Clerk of the Course, may give permission for a substitute vehicle to be used. In this instance, the competitor will start from the back of the grid for all races.

10. SERIES SPONSORS, SUB SPONSORS ADVERTISING

- a) All vehicles will be branded by the Controllers.
- b) Competitors will be allowed their own branding/sponsors on the rear doors and bonnet.
- c) The official series sponsor's cap must be worn for all post-qualifying and post-race television/livestream interviews.
- d) Competitors whose personal sponsor/s would be in conflict with the series sponsors and/or sub-sponsors must first obtain the written permission of the committee to affix any such conflicting decals to their vehicles. Refer GCR 247.
- e) All drivers are to carry the required Series Sponsor badges on their race suits for both Friday and Saturday. The badges required as well as their position will be communicated separately in a circular not later than two weeks prior to the first race of the season.

11. PRACTICE/TESTING

Practice for the series will be scheduled by the Controllers and communicated at least 2 weeks in advance of the scheduled date.

12. TIMING TRANSPONDERS

- a) No competitor may take part in any practice session, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her vehicle (Refer to Art. 40)
- b) In instances where MSA has approved the use of an alternative timing system, transponders may not be required.
- c) The transponders must be mounted in-line with the roll cage (main hoop) between the rear side window glass and the roll cage.

13. DRIVERS BRIEFING

All drivers are required to attend the drivers briefing that is held at each event.

- a) Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised 5 grid positions for Race 1 at the discretion of the COC.
- b) Lateness will result in the offending competitors/s being levied an amount of up to R500-00 each, payable to the Controllers.
- c) An attendance register will be kept by the COC.
- d) Drivers briefings may be held electronically.

14. GRID POSITIONS – QUALIFYING FORMAT

Refer SSR 27, 28 & 29

- a) There shall be one qualifying session at any scheduled race meeting. This qualifying session shall generally determine the starting grid for race 1.
- b) Race 1 : Fastest Lap in qualifying in a 2 or 3 race format.
- c) Race 2 : Fastest Lap recorded in race 1 with the top 3 from race 1 being inverted.
- d) Race 3 : Where there is a 3 race format the grid positions for races 1 and 2 will be as per 14b) and 14c) and race 3 will be determined by the fastest laps set in race 2 with no inversion.

15. STARTS

Start procedures will be as SSR38, 40, 43 & 45.

Should a race be red flagged after 2 laps have been completed, the race will be restarted behind the safety car in single file.

No overtaking permitted until passing the green flag at the start/finish line.

16. DRIVER CONDUCT

General

- Dangerous / reckless driving can result in a penalty.
- Only the competitor and a guardian are allowed in a hearing.

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

- 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. Each case will be reviewed separately. If a competitor loses 2 places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
- c) **“Close proximity” - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.**
- d) The vehicle ahead of any other vehicle in close proximity 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.

(Eg. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner:

Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (e.g., from a left-hand corner to a right hand corner and vice versa), any deviation from the “normal” racing line will count as a direction change.)

e) Mirrors: Should a competitor’s mirror be folded in; the onus is on the competitor to take extra care when involved in overtaking manoeuvre. (Excuses such as my mirror was folded in and I could not see behind will not be excepted. A competitor with a folded mirror should leave enough room for both cars to take the corner without contact).

f) **Straight Line racing and Sweeps**

i) If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.

ii) 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.

iii) **Attention is drawn to rule 16e in regards to rule 16f, i & ii.**

iv) Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

Example of Sweeps:

- Cape Town:
 - T5 to start line
- Zwartkops
 - T3
- Scribante
 - T4

g) **Entering the Corner (Phase 1)**

i) Two or more cars entering the braking 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.

ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 16f).

iii) Once the lead car has entered the braking zone with a car in close proximity, the lead car **may NOT change direction to block/crowd the challenger.** (E.g., A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).

iv) 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.

h) **Middle of the Corner (Phase 2)**

i) 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 leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.

(Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.

ii) It must be remembered that the lead car has to and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.

iii) If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.

iv) If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).

v) If the Outside cars front bumper is passed the B pillar of the inside car at the turn in point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.

vi) If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.

- vii) Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- viii) Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
- ix) The 'Y' or 'T' bone by a challenger on the inside of 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.
- x) 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.**
- I) **Exiting the Corner (Phase 3)**
- i) From the "apex" out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, 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.
- ii) This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car.
At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.
- J) **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 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 SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit. An incident report shall not place any obligation on the race officials to formally investigate the incident reported or to call a hearing in this regard. Competitors wishing to ensure that an incident is formally investigated should therefore exercise their rights of formal protest. Video footage and data, on a removable drive/memory stick, **MUST BE** available at any driver standards hearing.
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.
- i) Volkswagen Motorsport 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.
- ii) The COC may issue any penalty at his discretion:
Examples of penalties, but not limited to:
Observation,
Receiving a warning,
Position penalty,
A time penalty
Grid penalties for the next race / race meeting.
Exclusion
Yellow / Red Cards
- iv) Should a competitor fail to attend a hearing, having been called by the COC to attend, and has not excused himself from the hearing, the hearing may continue without the relevant competitor present.
- v) 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 driver receiving a yellow card will be required to carry an extra 20 kg of ballast for the next one (1), two (2) or three (3) races (heats), depending on the severity of the offence, as well as during official Qualifying where applicable.
 - No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course. (Except see 16J, iv.)
 - 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 series.
 - 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.
 - If a competitor is found guilty of an offence while 'under yellow' he/she may, following a hearing, be issued with a red card.

- Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
- The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the series.
- 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.
- '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.
- 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).
- 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.
- 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.

17. NUMBERS

Refer GCR 249

- a) Numbers will be allocated by the Controllers and these may not be changed without permission.
- b) No competitor may take part in any of the official practice sessions of any race meeting without his or her competition number correctly affixed to his or her vehicle.

18. FUEL and OIL

Refer GCR 240 as supplied by the Controllers

19. TECHNICAL CONSULTANT

All vehicles are prepared by the Controller so no Technical Consultant is required.

20. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS

The Controllers reserve the right to amend, alter or introduce additional regulations if deemed necessary during the course of the series. Any such amendment, alteration or additional regulation will only come into force once published in an official MSA bulletin/circular.

23. MINIMUM WEIGHT/SCALES

- a) It is compulsory to weigh your car when entering the pits during and after all Qualifying sessions.
- b) In a situation where the scales are rendered inoperable and or unusable, in the interest of the sport, the COC and the Controllers will make the final decision on how the event will proceed.
- c) The minimum weight of any car as it crosses the finish line, or at any other time during an event will be published by way of a bulleting at the first round. The weight is a combined weight of both driver and vehicle. The Controllers reserves the right to amend these weights at any time should it be deemed necessary.
- d) Should it be necessary to add ballast, it will be added by the Controllers.

24. ENGINES

The only permissible engine is the unit fitted or supplied by the Controllers.

25. SUSPENSION

As fitted by the Controllers and all cars will have the same setup in terms of ride height and wheel alignment.

26. GEARBOX

As fitted by the Controllers.

27. WHEELS

As fitted by the Controllers.

28. TYRES

Only Dunlop 15 inch semi-slick tyres as fitted by the Controllers is allowed.

- 29. BRAKES**
As fitted by the Controllers.
- 32. INSTRUMENTS**
The only instruments allowed will be Motec as supplied by the Controllers
- 34. ENGINE CONTROL UNIT – ECU**
Standard Polo ECU will be used.
- 35. SAFETY NET**
A safety net covering the window opening on the driver's side is compulsory and will be fitted to the roll cage.
- 39. FIRE EXTINGUISHER**
In accordance with GCR 257 all cars must be fitted with a fire extinguisher. The only fire extinguisher allowed is the unit fitted to the car at the time of manufacture by Volkswagen Motorsport.
- 40. PIT TO CAR COMMUNICATION**
Pit to car communication by any means other than pit boards shown on pit lane will not be allowed.
- 41. DATA SHARING**
Competitors will be allowed access to the data of the fastest lap set in each practice and qualifying session. The competitor whose data is shared with fellow competitors may choose the fastest lap data from anybody he or she chooses in that particular session. It is the responsibility of that competitor (Fastest in that session) to come and inform the Data Technician of who's data they request.