



MSA WC REGIONAL CLASSIC CAR REGULATIONS

VERSION 2

25 FEBRUARY 2026

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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 Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
19	Immediate effect	25 February 2026	Numbering changed
19.1	Immediate effect	25 February 2026	Wording deleted and added
19.2	Immediate effect	25 February 2026	Wording added

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All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Regional Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be the Motorsport South Africa (herein referred to as MSA) Western Cape Regional Motorsport Committee who may consult with the Western Province Motor Club (WPMC) Classic Car Committee. The MSA Western Cape Regional Committee, as the Controllers, may delegate some responsibilities to the WPMC Classic Car Committee.

2. AIM OF THE CHAMPIONSHIP

2.1 The aim of the Championship will be to declare a Western Cape Regional “Pre-80” and a “Pre-90” champion. Class Champions may be recognised by the Western Province Motor Club Classic Car Section as applicable.

2.2 The Controllers, in their sole discretion, are responsible for declaring the winner of each Championship or to withhold such declaration.

2.3 To determine a winner, runner-up and third placed driver in each class as below:

a) Pre-80 Classic Cars:

In addition to the overall champion there will be a champion declared for competitor-car combinations that comply with the National Historic Regulations rules for: Pre-1980 HISTORIC CLASSIC CARS.

b) Pre-90 Historic Cars:

In addition to the overall champion there will be a champion declared for competitor-car combinations that comply with the WPMC Touring Car Rules for: Pre-1990 HISTORIC CLASSIC CARS.

Only the overall champion of each class will be recognised by the Controllers. All other Championship placings and awards are the responsibility of the WPMC Classic Car Section.

3. VALIDITY OF REGULATIONS

Applicable to the calendar year of 2026.

4. ELIGIBILITY

4.1 The Championship is open to:

- a) Eligible drivers must hold a minimum of a current MSA Regional Circuit Racing competition licence for circuit cars to compete.
- b) Paid up members of the Classic Car sub section, as applicable.
- c) Should a car race without a Historical Technical Passport (herein referred to as HTP), it will not score Championship points.
- d) Should the proposed HTP grading/tier system be implemented by the Historic Motorsport Commission Technical Working Group (herein referred to as HMC), Category 1 or A through to Category 3 or C will be eligible to score points.
- e) Competitor’s age: Refer to MSA Circuit Racing SSR 1.

- 4.2 Invited competitors whose cars are eligible and compliant with the categories published technical regulations are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the Championship nor counted as eligible starters.

5. VEHICLE REGISTRATION AND ELIGIBILITY

- 5.1 Before any vehicle of any type is allowed to compete for points in the Western Cape Regional Classic Car Championship series, the vehicle must be registered with and approved by the Controllers (who have delegated this responsibility to the WPMC Classic Car Committee) and an MSA stamped and registered HTP document must be completed and always be available. Each vehicle must carry the current eligibility token. These checks are to be done at the beginning of each year prior to the first race of the Championship.
- 5.2 The vehicle will be inspected and the HTP signed off by the Technical Consultant (TC) appointed by MSA, or Specialist Scrutineer.
- a) The eligibility should at all-times be according to the regulations which govern the specific category i.e. Pre-80 or Pre-90 Technical Rules. Should a competition vehicle be non-compliant to the governing regulations, it cannot compete in the Championship.
 - b) Where a new race car build is largely compliant to the governing regulations but fails on a minor regulation requirement, the Classic Car committee / Technical Consultant / Specialist Scrutineer on behalf of the Controllers, may rather afford a dispensation to the competitor for that specific race event but that such dispensation afforded may not be carried forward to the next event.
 - c) HTP must be sent to MSA for allocation of a unique HTP number. Once a vehicle has been accepted, approved and annually reviewed by the WPMC Classic Car Committee, on behalf of the Controllers, the last page of the HTP must be signed by the Technical Consultant (TC) / Specialist Scrutineer, on behalf of the Controllers, indicating compliance for that season.
 - d) An HTP may be inspected at any time and if it is found that the competition vehicles differ in any way from that which is declared and signed for on the HTP document, the HTP will be withdrawn. This in accordance with GCR 93 iii).
- 5.3 Any new car or returning car must first be inspected by the Technical Consultant (TC) or Specialist Scrutineer, on behalf of the Controllers, for compliancy for that season. While the Classic Car Committee Chairman may invite a car to compete this car must still be of the correct period and look as per period. It must be checked to confirm that it complies with all scrutineering requirements.

6. SPECIFICATIONS GOVERNING CARS COMPETING IN THE CHAMPIONSHIP

- 6.1 All cars will have to comply to the MSA National Technical Regulations for Pre-80 and Pre-90.
- 6.2 Replica vehicles built in accordance with the MSA replica rules as indicated on Appendix 3 of the 2026 MSA National Technical Regulations for Pre-80 and Pre-90.
- 6.3 Any competitor whose vehicle is found by the Technical Consultant (TC) / Specialist Scrutineer to differ in specification from his / her HTP will be requested to make the necessary changes to comply to the rules.

7. COMPETITION NUMBERS AND CLASS LETTERS

- 7.1 All competition numbers and class letters shall be displayed in accordance with the GCRs. (Refer SSR 4.)
- 7.2 The WPMC Classic Car Committee on behalf of the Controllers shall do the allocation of numbers.

- 7.3 At the end of the Championship year, the competitor with the highest points in the Championships will be allocated competition number 1 for the following year, irrespective if he / she was in the Pre-80 Championship or the Pre-90 Championship and the number 2 will be reserved for the other Champion. In addition, they will retain their existing numbers.
- 7.4 A competition number will only be allocated, after the vehicle has been passed by the WPMC Classic Car Committee, on behalf of the Controllers, and will be withdrawn should the vehicle not be raced in the year.
- 7.5 All Pre-90 cars must have RED race numbers and Pre 80 cars must have BLACK race numbers.

8. NUMBER OF EVENTS TO COUNT

- 8.1 The Championship consists of a minimum of six (6) race meetings. Should less than six qualifying race meetings be held, the Championship will be declared null and void EXCEPT IN CASES OF FORCE MAJEURE. THIS WILL THEN BE LEFT TO THE DISCRETION OF THE CONTROLLERS.
- 8.2 All meetings, except for any international and / or invitation meetings, will count towards the Championship.
- 8.3 A competitor may drop their worst two (2) races / heats. A competitor may drop any race / heat present or absent. These races / heats can be from the same race day or different race days. For clarity a competitor may only drop the points scored for the race. Start, finish and bonus points are excluded.
- For example: Fastest Quali – 1 Point, Start Race - 1 Point, Finish race - 1 Point, position in race 4th - 2 points scored. The competitor may drop the 2 points but will retain the other 'bonus' points.
- 8.4 Under normal circumstances the best seven (7) of the eight (8) rounds will count, or eight (8) of nine (9).
- 8.5 Minimum of six (6) rounds to count- if you do five (5) rounds and there were six (6) you will only score five (5), if you did six (6) of six (6), all will count no rounds to be dropped.
- 8.6 A competitor may not drop a round where he / she is disqualified from a race event.

9. CLASS STRUCTURE

Based on an official performance at the Killarney Race Circuit, the class allocation will be based on the following time brackets: -

- CLASS A 1 min 21.50 sec. to 1 min 25.49 sec per lap
 - CLASS B 1 min 25.50 sec. to 1 min 28.49 sec per lap (3 sec bracket)
 - CLASS C 1 min 28.50 sec. to 1 min 31.49 sec per lap (3 sec bracket)
 - CLASS D 1 min 31.50 sec. to 1 min 35.49 sec per lap (4 sec bracket)
 - CLASS E 1 min 35.50 sec. and slower sec per lap
 - CLASS X Any new car / driver combination, or any competitor to be re classified
- 9.1 Any new car / driver combination will start in class X and remain in that class until they have set a timed lap in qualifying or any race / heat. Class X competitors will not be eligible for, trophies or prize money (if applicable). Class X competitors will be promoted to a point scoring class at the commencement of the race / heat after they post their official time.
- 9.2 The Controllers (who have delegated this responsibility to the WPMC Classic Car Committee) shall determine at any time the class in which a particular type of vehicle may race.

10. BREAKOUT RULE

- 10.1 A driver, who records a lap time faster than 0,3 seconds faster than the class cut-off times shown above (section 10), on two separate occasions, in either timed practice or in any two different races / heats, will be promoted and placed in the appropriate class according to that lap time for the following race meeting. If a driver breaks out by more than 0,5 seconds he / she will be automatically promoted to the next class at the following race meeting.
- 10.2 Should a driver / car combination have two break outs into a higher class, the competitor may exercise the option to remain in the new class or apply in writing to the committee, no later than two weeks prior to the next competition event, requesting to remain in the previous class. The following will apply should the competitor be granted leave to return to the lower class by the WPMC Classic Car Committee, on behalf of the Controllers:
- a. A penalty for going back to the lower class of two race meetings in the lower class without any points, trophies or prize money will apply.
 - b. The competitor may have to demonstrate changes which will be made to the car to ensure that the car will be slower and remain in the specified class time.
 - c. The option cannot be exercised if there are 2 (two) or less meetings remaining before the end of the Championship year.
 - d. Should a class A competitor break out, the breakout will be multiplied by a factor of 3 and added to the total time. I.e. if a competitor breaks out by 0.3 seconds on a lap, the time will be multiplied by 3, so 0,9 seconds will be added to the competitor's time. This penalty will be enforced per infringement and added to the total time. If a competitor breaks out 3 times at 0,3 seconds the penalty will be 2.7 seconds added to the total race time".
 - e. In addition to 11 d) If a competitor breaks 1:21.00 lap time they will start in Pitlane for the next race / heat.
 - f. If a competitor breaks 1:20.05 lap time they may be subject to a black flag at the discretion of the Clerk of the Course.
 - g. Any pitlane penalty in the last race / heat will be carried to the next race meeting.
 - h. Any breakout in qualifying will disqualify all times posted and will result in the competitor starting at the back of his / her class.

11. CHAMPIONSHIP EVENTS

All Western Cape Classic Car Races held within the region controlled by the MSA Western Cape Regional Committee during 2026 and listed as qualifying races in the SRs will be deemed to be qualifying races, provided that the original distance of the race is not less than nineteen (19) kilometres. Where more than one (1) race is held at any particular event, the times will be added together purely for the purpose of determining the overall and class winners for the day and shall have no effect on the points counting towards the WPMC Classic Car Regional Championship.

11.1 Each race meeting will consist of a minimum of two (2) eight (8) lap sprint races.

11.2 In the unforeseen circumstance that a Championship race is shortened by the Clerk of the Course, such reduced race may not be less than nineteen (19) kilometres. (six (6) laps at Killarney International Raceway).

12. POINTS SCORING

- 12.1 Pre-80 and Pre-90 categories will score separately per class, each towards their own Championship.
- 12.2 The allocation of trophies for 1st, 2nd and 3rd places for each class A through F will be combined for Pre-80 and Pre-90.

12.3 Points will be awarded for each class race (except class X) as follows:

- 1st - 6 Points
- 2nd - 5 Points
- 3rd - 4 Points
- 4th - 3 Points
- 5th - 2 Points
- 6th - 1 Point

12.4 In the event that there are less than four (4) eligible starters per class, points will be awarded as follows:

- a) If there are three (3) eligible starters, the scores will be 5, 4 and 3 points respectively.
- b) If there are two (2) eligible starters, the scores will be 4 and 3 points respectively.
- c) If there is one (1) eligible starter, the 1st will score 3 points.

12.5 One (1) point will be awarded for the fastest lap time in official qualifying for grid positions in each class at each race meeting.

12.6 One (1) point will be awarded to each driver who qualifies as a starter and one point will be awarded to each driver who qualifies as a finisher in each race.

12.7 In order for a Championship to qualify for Championship status at each race meeting, there must be a minimum of nine (9) eligible starters in each of the Championships (Pre-80 = 9 starters and Pre-90 = 9 starters).

12.8 In order to be classified as a finisher, a car must have completed not less than 75% distance of the race under its own power.

12.9 For the purpose of allocating Championship points, only those competitors who have crossed the start / finish line at the start of the race and / or have posted an official lap time in practice for grid positions will be classified as eligible starters for the day.

12.10 Should a driver score points in a particular class and thereafter be promoted up to the next class, he or she will carry forward any points obtained up to that race meeting. These points will be added to any points that may be earned in the new class.

12.11 In order to qualify for class placing at the end of the Championship, at least 51% of the points must have been scored in that class structure and Pre 80 and Pre 90 Championship category.

12.12 Points cannot be carried over between the Pre-80 and Pre-90 Championships.

13. DECLARATION OF CHAMPIONS

The Controllers at their sole discretion are responsible for declaring a champion or to withhold such declaration.

14. SEPARATION OF TIES

Any ties will be in favour of the competitor with the greatest number of firsts. If this fails, the greater number of seconds will count, then thirds and so on. If there is still a tie, performance in all Championship events will be taken into consideration and if this is ineffective, the Controllers will declare the winners on any basis it may deem to be fit.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be published and available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than 7 (seven) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

16. STARTING GRID

- 16.1 The starting grid, for the first race will be derived from official qualifying times for this race. This will include any Class X Competitor.
- 16.2 Any competitor who fails to record a qualifying lap time will either start at the back of the grid or the back of his class. Competitors who are deemed to have avoided qualifying in order to be advantageously placed on the grid will have to start from **Pit Lane**.
- 16.3 For race two, the grid shall be derived from the finishing order of race one.
- 16.4 Non-finishers will start at the back of their respective class.
- 16.5 All starts will be rolling starts however the Controllers reserve the right to implement standing starts at their discretion, if deemed necessary.

17. GENERAL RULES

- 17.1 Advertising coverage on the vehicle may not; except for the Championship sponsor's material, exceed more than 5000 square centimetres.
 - a) Advertising material, as deemed necessary by the Committee in terms of promotion of a sponsor, shall be displayed on each competitor's car.
 - b) Should such advertising material not be displayed on a competing car, that vehicle will not score points until such a time as the fault has been rectified. (Refer GCR 246 as well as GCR 249).
- 17.2 Only fuels as specified in GCR 240 may be used.
- 17.3 Timing devices are not permitted.
- 17.4 Western Cape Regional Classic Car Competitors must undertake to race within the spirit of the regulations.
- 17.5 All race cars must be built and prepared within the spirit of Classic Car Racing. This "spirit" shall be interpreted to mean that when a competitor considers that a rule can be construed, interpreted, taken to mean or inferred to have more than one application they are to seek clarification from the WPMC Classic Car Committee on behalf of the Controllers as how the rule is to be applied - particularly if any competitor is building or modifying a race car in any way.
- 17.6 Cars must be fitted with a roll cage in compliance with MSA GCR 239 requirements.
- 17.7 Safety issues surrounding cars wishing to enter a Classic Car event will be at the discretion of the scrutineers.

18. COMMITTEE CORRESPONDENCE, ENDORSEMENTS, APPROVALS AND NOTIFICATIONS

Where any documentation, for any reason, is required to be issued by the WPMC Classic Car Committee, on behalf of the Controllers, to a competitor it will only be effective if it is signed by the Chairman of the Committee.

19. REGULATION CHANGE

19.1 **Sporting Regulations**

- a) All **sporting** regulation changes proposed to the Controllers by the WPMC Classic Car Committee must be approved by a majority of the current classic car members present. For the purpose of such a vote, the number of members eligible to vote is deemed to be the total number of competitors who have raced and competed in the Western Cape Regional Classic Car Championship during the current year including competitors who have raced in the Classic Car Championship the year before (current -1) and who have continued to actively participate in the activities of the sub section.

- b) Members shall be notified and advised of any proposed rule changes at least 7 (seven) working days prior to any meetings that are held to vote on such proposals. **
By way of explanation ~~to the proposed 20.3~~ "advised" refers to informing members of the venue, date and time of the meeting. "Notified" refers to members receiving details of any proposed rule change(s).
**** (Members are reminded that the onus of responsibility at all times rests with them to ensure that the WPMC Classic Car Committee and the Controllers have their correct contact details)**
- c) Proxy votes will be accepted on application subject to valid reasons for non-attendance at the rules meeting.
- d) In all matters where voting is involved the WPMC Classic Car Chairman, apart from having an ordinary vote, will also have a casting vote in the event of any votes being tied.
- e) Any ~~authorized~~ changes **approved by the Controllers** will be notified on a seven (7) day notice.

19.2 Technical Regulations

- a) **All proposed changes to Technical Regulations must be submitted to the MSA Historic Management Group for consideration.**
- b) **Any changes to the Technical Regulations approved by the MSA Historic Working Group in the current year will be implemented for the next year.**

20. SAFETY

- 20.1 All safety belt harness hooks / latches must be lock wired at each point.
- 20.2 A bracket approximately halfway down the length of the prop shaft must be fitted in order to prevent the prop shaft dropping onto the road surface should it become dislodged at either end.
- 20.3 An exhaust hanger bracket must be fitted just after the first exhaust joint after the manifold.
- 20.4 A competitor must be able to reach and extract the fire extinguisher while he / she is fully strapped into his / her safety harness.
- 20.5 The oil sump plug, differential filler plug, gearbox filler plug, oil filter and oil filler cap must be lock wired to prevent it coming loose and or being dislodged.

21. NEW DRIVERS

Track day experience is advised to ensure the safety of the new entrant as well as the rest of the competitors. The WPMC Classic Car Committee, on behalf of the Controllers, may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted.

22. COMPETITORS CONDUCT AND PENALTIES

All track incidents need to be reported to the Clerk of the Course of the day. An incident may result in a yellow card penalty.

If a competitor receives a yellow card:

- a) Three (3) Championship points deducted immediately.
- b) Yellow card competitors will be under observation for 3 race events.
- c) The 'white line' rule shall be enforced on lap 1 turn 1 only. All competitors to maintain their position either side of the solid white line to turn 1 under race conditions, once passed then deviation may be allowed. The Clerk of the Course has full right to penalize any competitors found guilty of such an infringement.

23. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X (previously known as Twitter), WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Classic Car Championship, WPMC, its competitors and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and / or MSA and / or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the Championship. Additionally, competitors are reminded that Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

24. ETHOS OF HISTORIC RACING IN SOUTH AFRICA

- To promote and preserve era correct historic racing saloon cars in South Africa.
- In the effort to stay historically correct for the period we will use the FIA Appendix J as our guideline.
- To ensure and promote free and fair competition.
- To encourage new and existing members to compete.
- To preserve and promote the spirit and heroes of South African saloon car racing
- To ensure cost-effective participation.
- To provide entertainment for spectators and value for money for sponsors.
- To ensure a reasonable level of safety and promote safe driving standards.
- To encourage international participation at international events.
- **To respect and abide by the decision of the empowered officials.**

25. MODIFIED CLASSIC SALOON CARS OR INVITED DRIVERS

- 25.1 Will be afforded a maximum of three (3) invite rounds at the discretion of the WPMC Classic Car Committee, on behalf of the Controllers.
- 25.2 Pre 2000 original race cars which Championship was nationally recognised will only be allowed strictly under invite, or if the WPMC Classic Car Committee, on behalf of the Controllers, feels the car has a particular nostalgic value. The WPMC Classic Car Committee, on behalf of the Controllers, reserves the right to deny entry even if the car meets the above criteria.
- 25.3 These cars will not be eligible for points.
- 25.4 These cars will have to enter under class X.