2026
MSA SSP STANDING SUPPLEMENTARY REGULATIONS

OVAL TAR

VERSION 3

20 May 2026

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REVIEW AND AMENDMENTS

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

Modified SSR / ART	*Date applicable*	*Date of Publication*	*Clarifications*
OT 5.1.1, 5.1.4, 5.2.2.2.3,5.2.2.2.6,5.2.85. 3 (C), 5.4.1,5.4.2,5.5.1,5.5.2, 5.7.1, 5.7.2, 5.7.4	*IMMEDIATE*	*20 MAY 2026*	*WORDING ADDED AND DELETED*
OT 12.2 I, ii, iii, iv, vi	*IMMEDIATE*	*20 MAY 2026*	*WORDING ADDED AND DELETED*
OT 21	*IMMEDIATE*	*20 MAY 2026*	*NEW RULE AND NUMBER CHANGES*
OT 21.10,21.12,21.13,21.14, 21.15.21.16, 21.17	*IMMEDIATE*	*20 MAY 2026*	*WORDING ADDED, NUMBERS UPDATED*
OT 31,32,33,34,35,36,37, 37.1.1,37.1.2,37.1.3,37.1.4, 31.7.5, 37.1.6,37.1.7,37.1.8, 37.1.9,37.1.10,37.1.11,38, 38.1.1,38.1.2,38.1.3, 38.1.4,38.1.5,38.3,38.3.1, 38.3.2,38.3.3,38.3.4,38.3.5, 39,40,41,42,43,44,45 ,46,47	*IMMEDIATE*	*20 MAY 2026*	*NUMBER CHANGES*
JPSS 3.3,2.8	*IMMEDIATE*	*20 MAY 2026*	*WORDING CHANGES*
JPSS 6.8.1	*IMMEDIATE*	*20 MAY 2026*	*NEW*

TAR OVAL RACING REGULATIONS – SOUTH AFRICA

THE CONTROLLERS OF THE CHAMPIONSHIP WILL BE SPEEDSPOT (PTY) LTD (SSP), UNDER THE AUTHORITY OF MOTORSPORT SOUTH AFRICA AND IN COMPLIANCE WITH THE MSA GENERAL COMPETITION RULES AND THESE STANDING SUPPLEMENTARY REGULATIONS. THE CONTENTS OF THESE REGULATION TAKE EFFECT FROM 01 JANUARY 2026 AND ARE KNOWN AS THE *OT*'S (A.K.A. STANDING SUPPLEMENTARY REGULATIONS (SSR'S)

SSP RESERVES THE RIGHT TO MAKE CHANGES TO THESE RULES IN THE INTEREST OF SAFETY AND FOR THE IMPROVEMENT OF THE SPORT IN GENERAL. SUCH CHANGES WILL BE COMMUNICATED TO THE VARIOUS CLUBS (APPOINTED SECRETARIES) VIA ELECTRONIC MAIL IN THE FORM OF ADDENDUMS SHOULD THE NEED ARISE.

SSP IS THE APPOINTED ADMINISTRATOR OF TAR OVAL TRACK RACING IN SOUTH AFRICA BY MOTORSPORT SOUTH AFRICA, AND AS SUCH RECOGNISE MOTORSPORT SOUTH AFRICA AS THE OFFICIAL SPORTING BODY OF MOTORSPORT IN SOUTH AFRICA DULY AUTHORISED BY THE RELEVANT SOUTH AFRICAN GOVERNMENT APPOINTED BODIES TO ISSUE REGIONAL AND NATIONAL COLOURS.

SSP IS A COMPANY WHICH ADMINISTERS AND MANAGES THE ENTIRE FACET OF TAR OVAL TRACK RACING IN SOUTH AFRICA ON BEHALF OF MOTORSPORT SOUTH AFRICA, AND AS SUCH HOSTS AND PRESENTS EVENTS AND IS SOLELY RESPONSIBLE FOR ANY AND ALL DISCIPLINARY AND MANAGERIAL FUNCTIONS DEEMED NECESSARY TO SUCESSFULLY HOST EVENTS IN THE SOLE OPINION OF **SSP**. NOMINATIONS FOR REGIONAL AND NATIONAL COLOURS ARE MADE BY **SSP**, ON BEHALF OF THE COMPETITOR, TO MOTORSPORT SOUTH AFRICA.

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CLASS RULES

OT 1. ACTIVE COMPETITORS AND OFFICIALS

1.1	Competitors shall only be acknowledged active competitors, if they are registered and licenced within a calendar year.
1.2	Active competitors shall furthermore mean that competitors would have had to participate in at least sixty percent (60%) of all club events presented by his home-based club in the club's calendar year;
1.3	Whilst the Administrators are mindful in respect of the competitors' constitutional right to belong to more than one club, in the interest of oval track racing and to prevail control, **SSP's** regulations with regards to holding club membership, competitors may be permitted to belong to more than one club, if they campaigning two different race classes in two different clubs or if the competitor uses the same vehicle.

OT 2. COMPETITORS AGE LEGALITY

	Parents or legal guardians shall additionally be known as an Entrant
2.1	Competitors under the age of 18 (eighteen) shall have their natural parent/s or legal guardians counter sign with them on all documentation in respect of participating at events;
2.3	In the case of a minor competitor, the parent or legal guardian shall be deemed to be the competitor, and all competitor regulations shall be adhered to, to both parties, namely the minor competitor and parent/guardian;
2.4	Verbal or physical abuse by the parent or legal guardian towards the minor competitor, shall lead to an immediate ban of 6 (six) months to the parent or legal guardian. In addition, refer to MSA Safeguarding Policy.

OT 3. OFFICIAL ELIGIBILTY

3.1	No official under the age of 18 (eighteen) years old will be permitted to perform any duties on the infield in an exposed official in any capacity

OT 4. COMPETITOR/OFFICIAL LICENCE AND INSURANCE LICENCE APPLICATIONS

4.1	Competitor's license validity is held for a period of 1 January to the 31 December of the current year
4.2	Competitors are obliged to hold club membership and be a paid-up club member of an MSA-affiliated club for the formula they are purchasing a license, prior to applying for a license;
4.3	One Event License holder, shall mean that competitor only holds a license for one day, this will only be allowed for cases that have been approved by SSP.
4.4	One Event License holders – points earned on the day, may not be counted towards that venue where the one event license had been purchased, annual club championship points:
4.5	MSA shall have the sole rights to refuse a license, in the event of the applicant not meeting the required regulations;
4.6	No medical cover for over the age of 75 (seventy-five) years old;
4.7	Official licenses shall be renewable annually; validity shall be from the 01 January to end 31 December.

OT 5. CLASSES AND REGIONAL AND NATIONAL CRITERIA

	REGIONAL CHAMPIONSHIP CRITERIA
5.1	The controllers of the Championship will be MSA Kwazulu-Natal Regional Committee and MSA Northern Region Committee.
5.1.1	Minimum of two (2) events to qualify for a Regional Championships in a region. Regional Championship minimum starters shall be **six** (**6**) starters per class, per event for KZN and **eight (8) starters per class per event for Gauteng;**

5.1.2	To qualify as the regional champ in the respective class, the competitor must have competed in the events in their respective Regions. All Competitors are to comply OT 1.1 regarding Licence Requirements. No One Event Licenses Allowed for National event.	
5.1.3	Minimum of two (2) events with three (3) races per class. Totaling 6 Heats for the Championship	
5.1.4	A total of 4 heats will count towards the Championship. **The Scores from both Events will be added together. The Lowest 2 heats Scores will be thrown away.** **A Heat for which there was a penalty, DNE or Exclusion may not be discarded** **Ties in the Championship are broken by the finishing position in the FINAL HEAT of the SECOND LEG**	
5.1.5	Each Competitor that enters the Last event will get a 10-point bonus point towards their respective Championship.	
5.1.6	The Minimum Age for the Class is as per the class rule.	
5.1.7	Points scored are 1st 30, 2nd 29, 3rd 28 down to 1. Final 1st 30, 2nd 29, 3rd 28, 4th 27 down to 1	
5.1.8 5.1.1.2	Combined points from the heat will determine the GRID FOR THE FINAL. Ties will be resolved by a flip of a coin Ties in the championship are broken by the finishing position in the FINAL HEAT of the SECOND LEG	
5.1.9	A competitor may only receive the Regional Colours of the motorsport region in which he/she is permanently domiciled.	
5.1.10	Competitors who are sixteen (16) years old and under as of 31 December of the year under consideration and who qualify in terms of point 2 below, shall receive Junior Colours.	
i) ii) iii) iv) v) vi) vii) viii) ix) x)	Competitors will be considered for the award of Regional Colours if they comply with at least **one (1)** of the following criteria in the current year: Must have won two MSA-approved Regional Championship and/or Interprovincial Challenge and/or National Challenge titles – not necessarily in consecutive years, but within a ten (10)-year period Must have won one MSA-approved Regional Championship/Interprovincial Challenge/National Challenge, having previously been awarded Junior colours. Must have won one MSA-approved Regional Championship/Interprovincial Challenge/National Challenge and already be the holder of Regional Colours from another region. Must have won one MSA-approved Regional Championship/Interprovincial Challenge/National Challenge and have finished in the top three of the MSA-approved National Championships in the same year in the same class/category. Must have won an MSA-approved South African National Championship and competed in a minimum of three rounds (events) of the equivalent MSA-approved Regional Championship/Interprovincial Challenge/National Challenge in the year under consideration, where such MSA-approved Regional Championship/Interprovincial Challenge/National Challenge is run. Must have won an MSA-approved National Championship title Winners of Regional Championships/Interprovincial Challenges/National Challenges based solely on index or time handicap results will not be considered for the awarding of colours. Where a Regional Championship/Interprovincial Challenge/National Challenge series is based solely on classes, the Champions/Challenge winners emerging shall not be considered for the award of colours, unless there were at least an average of eight (8) actual starters in each class for the first race of each event counting towards the Championship/Challenge The above requirement regarding a minimum average of eight (8) starters for the first race of an event applies equally to Regional Championships/Interprovincial Challenges/National Challenges based on overall results or overall results combined with class results. In each event, there must be at least an average of eight (8) starters on the line regardless of class.	
5.2	**NATIONAL CHAMPIONSHIP CRITERIA**	
5.2.1	The controllers of the National Championship will be Speedspot (Pty) Ltd (SSP), under the authority of Motorsport South Africa and in compliance with the MSA General Competition Rules and these standing supplementary regulations (SSRs).	
5.2.2	There will be two National Championship events held.	
	5 September 2026 – Ultimate Raceway. Classes: *** Jnr Stockrods** *** 2.1 Modifieds** *** 1660 Modifieds** *** Pinkrods**	31 October 2026 – Star Raceway Classes: *** Ninja Midgets** *** Tin Tops** *** 2l Hotrods** *** Stockrods**

5.2.2.1	**National Hotrods will run a National championship over 5 events. The winner after 4 rounds will be the National Champion. National Hotrods will run their National championship under the rules NHT 1 in the SSP Tar Regulations.**
5.2.3	For a National Championship to be declared, there must be a minimum of 15 ~~starters~~ **entries** per National Class
5.2.4	All Competitors are to comply OT 1.1 regarding Licence Requirements.
5.2.6	The National will compromise of two **rounds 6** heats ~~and a final.~~
5.2.7	A competitor must have competed in 60 % of Club Championship events prior to the National Championship event.
5.2.8	A class that cannot meet the minimum number of starters, **in that particular year**, the class **shall** ~~will~~ forfeit the privilege of being awarded a National Championship;
5.3	**FORMAT**
a) b) c)	Draw for Heat 1 using 2/3 grid Inverted Draw for Heat 2 using 2/3 grid Final as per Point, **Heat 1 and Heat 2 a tie in points by flip of a coin.**
5.4	**POINTS SCORING**
5.4.1	Points for heats **and final** will be 30,29,28……. down to 1
5.4.2	Combined points from the heat will determine the GRID FOR THE FINAL. ~~Ties will be resolved by a flip of a coin~~
5.5	**ENTRY FEE**
5.5.1	Entry fee of R750 is payable to the host club **which includes the R120 entry fee payable to MSA.**
5.5.2	Entry allows 1 x Competitor and **3** x Pit Crew – free entry. **Entries close seven (7) days before the event. Any late entry will be subject to an additional R 1000.00 late entry fee.**
5.6	**TYRE RESTRICTIONS**
5.6.1	Four (4) new tyres and two (2) used tyres permitted for each Competitor.
5.6.2	Tyres to be adequately marked by TC
5.7	**DECLARING THE NATIONAL CHAMPION**
5.7.1	~~The Scores from both events will be added together. The Lowest 2 heat Scores will be thrown away. A heat for which there was a penalty, DNE or Exclusion may not be discarded~~. **The combined scores from the heats and the final will determine the SA Champion.** Ties in the Championship are broken by the finishing position in the Final heat. ~~of the second leg.~~
5.7.2	~~Once the throwaways have been factored in the competitor with the most points will be declared the SSP South African Champion in each class. After all TC checks and penalties~~. **The competitor with the most Points will be declared the SSP South African National Champion in each Championship class subject to post race technical compliance inspections and penalties.**
5.7.3	SSP shall have the right to amend the criteria in the interest of the sport
~~5.7.4~~	~~SSP shall have the right to amend the criteria and to lift a criteria in the interest of the sport.~~

OT 6. EMERGENCY SERVICES AT EVENTS – MEDICAL SERVICES

6.1	Refer to MSA Appendix L

OT 7. TOW VEHICLE SERVICE /PUSH CARS

7.1	Mandatory requirements for all status of events is to have a recovery (tow) vehicle (breakdown) appointed at the event;
7.2	Recovery (tow) vehicle officials - are to sign on at the Secretary of the meeting on each Day. Tow vehicle crew officials must be licensed marshals with MSA.
7.3	Only two (2) members per Tow Vehicle/Push Vehicle will be permitted; with reflective vests.
7.4	No under eighteen (18) year old officials will be allowed on the infield and neither may they sit in the Tow/Push vehicle during the event

OT 8. APPOINTMENT OF OFFICIALS/MARSHALS

8.1	Promoters are to appoint their own MSA licenced officials at club status events;
8.2	All higher events, the promoter and SSP/MSA shall appoint role playing officials and marshals are to be appointed.

OT 9. GRADING OF TRACKS

9.1	REGISTRATION: All tracks shall register with SSP, and shall adhere to the Track Safety Guide.
9.2	TRACK SAFETY: Each track shall complete, sign and submit a Track Safety Inspection Sheet to SSP. Such sheet shall be deemed to be accurate and shall form the basis of the "safety" portion of any claims which may rely on such information.
9.3	TRACK GRADING: Venues shall be graded according to their suitability to host Club/Regional or National / International events
9.4	GENERAL LICENCING AND GRADING INFORMATION: MSA Safety Panel can inspect the track anytime during a license's validity. If The MSA Safety Panel in consultation with MSA MANCOM and SSP finds the track unsafe or unsuitable, MSA may immediately retract the event permit/s, especially in urgent cases, or give 14 (fourteen) days' notice for issues to be addressed. Application can be made to reverse the retraction. The issue of a permit/s or grading does not mean MSA, SSP or its inspectors accept liability or approve safety measures; they are not responsible for any losses, injuries, or damages related to events at the licenced track.
9.5	Affiliation of tracks: All Clubs/venues must complete an application form to register as a Speedspot Promotions approved venue. Any venue within 40 km of an existing venue must present a letter of approval from the affected club failing which SSP reserves the right to place restrictions on Competitors participating at the said Venue. This is also applicable to Tar venues that do not affiliate.

OT 10. VENUE INDEMNITY BOARDS

10.1	It will be compulsory for Promoters presenting events to display Indemnity boards around the venue as per the MSA GCR's

OT 11. PIT RULES AND GRID BOARDS

11.1	When using electronic methods, it shall be important for the person to save the message as these messages could be used as evidence in a hearing.
11.2	Grid Posting Boards / Notice Boards: In most cases, notice boards have been replaced with electronic communication
11.3	Grid posting boards are to be positioned in the pit area for easy access and viewing by the competitors and officials.
11.4	Pit Rules to be displayed in all pits.

OT 12. TRAINING AND GRADING OF OFFICIALS:

12.1	GRADING: Clerks of the Course (COC's), Observers, Stewards, Technical Consultants (TC's), Scrutineers, Lap-Scorers, Starters and Marshals shall all be licenced and be graded as per the MSA GCR's.
12.2	TRAINING: MSA will, via its various clubs, provide an opportunity for aspirant officials to shadow officials. All officials as well as their "Shadow" need to be licenced by MSA and have medical cover. All officials also to sign-on to the register before the start of each event.
i	EXAMS: Clerks of the Course (COC's), ~~Observers~~ Secretary of the Meeting, **MSA** Stewards, Technical Consultants (TC's), Scrutineers and Lap-Scorers are required to attend a MSA Seminar and write the appropriate exams for their designation as follows, every 3 years:
ii	COC – MSA GCRs and OT's ~~+CoC ,Lap-Scoring and Scrutineering Exam~~
iii	~~OBSERVERS~~ SECRETARY OF THE MEETING- **Secretary of the Meeting Exam** ~~– OT's and CoC Exam~~

iv x vi vii	**MSA** STEWARD – MSA GCRs (and OTs **for National and Regional Championship events)** TC'S – MSA GCRs and relevant MSA Scrutineering Exam LAP-SCORERS – ~~GCR's and~~ Lap-Scoring Exam (provided by SSP) Marshals and Starters need not write any exams but will be trained by each Club by their appointed person annually. NB: Exams can be written online with the link sent from the MSA Training Department. **Any official who places himself at the disposal of an organiser who does not have an organising permit issued by MSA may be suspended, at the sole discretion of MSA.** **For regulations pertaining to "Necessary Officials", refer to GCR149 in the MSA GCRs.**
12.3	POWERS, DUTIES AND PLACEMENT OF OFFICIALS are as per MSA GCR's

OT 13. COMPETITORS

13.1	Promoters/Organizers inviting other clubs shall do so by means of an official written invitation, for all status of events;
13.2	In return the invited club shall forward a list of entries to the hosting club, noting the competitor names, car numbers, licence numbers and classes;
13.3	Clubs/Promoters shall be obliged to list competitor name/s which may be under suspension or ban;
13.4	Hosting clubs receiving an official list of entries from the club shall be sufficed to prove that the clubs are aware of their competitor participation;
13.5	Competitors wishing to participate at other clubs shall obtain approval from their home based club first, failing which the club would be entitled to penalize the competitor according to these regulations and the club's constitution;
13.6	Competitors may not participate at other club events if their home base club is presenting an event; In the instance of a competitor campaigning two different vehicles in different classes and clubs, it shall remain the competitor's choice which class he/she wishes to campaign in, this rule is strictly for this application only:
13.7	Once the permit had been approved the hosting club shall forward a copy of the Supplementary Regulations to the various clubs, which shall contain, date, times, entry fees, official names and any other amendment applicable to the event concerned. (Promoters may, not change or amend technical and construction regulations);
13.8	For higher status events than club events, there shall be a closing of entry date and time, reference to the championship regulation should be made in this respect;

OT 14. PRE-EVENT PROCEDURE RESPONSIBILITY

14.1	**REFER TO PAGE 21, GCR 112 – 139**
14.2	Championship events require pre-enter online and pay the necessary entry fees; Pre-entry.
14.3	Once the entry form is received by the organizer, it is deemed that the competitor has entered into a contract with the organizer which binds the competitor to take part in the competition for which he/she has entered.
14.4	Furthermore, it binds the organizer equally to fulfil towards the competitor all conditions of the entry;
14.5	The exception for a breach of entry will be for force majeure cases; or
14.6	The competitor advising the organizer in writing (by way of electronic form) of an unforeseen private commitment
14.7	The competitor is not fulfilling his entry by not paying the entry fee;
14.8	Promoters/Chairman have the rights to refuse an entry, which will be done in writing and without reason.
14.9	Promoters/Chairman rights to refuse an entry only exists for club status events; SSP shall have the sole rights on a refusal of entry at Regional and National Championship status only;

OT 15. EVENT REGULATIONS:

15.1	Pit area - Co-operation from all is required in terms of safety in the pits.
15.2	No Smoking permitted in the pits;

15.3	No open fires permitted in the pits, which shall include, braai's and gas braai's;
15.4	Alcohol is prohibited in pit area;
15.5	Promoters, Officials, Competitors and Pit Crew may not consume alcohol at events
15.6	It is preferable for the pits are to be fenced off sufficiently from the public areas, where possible
	FIRE EXTINGUISHERS:
15.7	A minimum of 12 (twelve) Fire Extinguishers required at events for Oval Track Racing, see SR's for each category requirement on Fire Extinguishers
15.8	Fire extinguishers are compulsory in pit area;
15.9	Additionally, it would be recommended to have three (3) water buckets available in the pit area, over and above minimum of 4 (four) of the nine (9) kg fire extinguishers are required in the pits;
15.10	There must be a minimum of 14 (fourteen) of the nine (9) kg fire extinguishers on the infield, 2 at the start finish line, 2 at the Pit Gate and the balance at the marshal points (minimum of 2 (two) per marshal point)
15.11	Proper Pit gate design and effective closing mechanism is to be installed.
15.12	Nobody is permitted to stand behind the gate while racing is in progress, this includes the Pit Marshal/s
15.13	NO unauthorized people are permitted on the in-field of the track during a race;
15.14	All Marshals, Tow Vehicle staff, push car drivers and parents standing on the infield, shall wear a reflective jacket, the COC shall have the right to remove any person not wearing a reflective vest from the infield;
15.15	No event shall proceed if the ambulance or a medical transport vehicle and trained paramedics are not present
15.16	Breakdown/recovery vehicles must be present throughout the duration of an event

OT 16. COMPETITOR AND VEHICLE ENTRYS:

16.1	Competition vehicles may be entered in more than one (1) class provided the vehicle is within the Regulations of the said class, and there is a valid entry fee paid for each class in which the vehicle participates. This is applicable to Competitors sharing vehicles as well.
16.2	No change of driver will be permitted.
16.3	No change of vehicle is allowed once qualifying or the races/heats have started
16.4	Junior competitors may choose to move up and compete in a higher class if their age permits. However, once a competitor has moved to a higher class, they may not return to the junior class.

OT 17. PRIZEGIVING AND AWARDS

17.1	Competitors are responsible for collecting their own awards;
17.2	In the event of the competitor being unable to collect his/her awards, he/she shall make necessary arrangements with the promoter advising who would be receiving the award on their behalf;
17.3	Failure of such an arrangement will result in the competitor forfeiting his/her award; Promoters are entitled to increase awards at their own discretion;
17.4	Where officials are in receipt of a protest following the final race/heat, that particular class awards may be withheld until the protest has been heard and findings have been made.

OT 18. RACE REGULATIONS

18.1	All parades shall be under the control of the Clerk of the Course and performed at a sedate pace
18.2	No passengers are permitted in vehicles, during parades, practice or racing;
18.3	Competitors may under no circumstances be driven or pushed in any direction other than in the race direction applicable to the class;
18.4	Competitors always shall drive in a manner compatible with general safety, breaching this rule shall entitle the Clerk of the Course to halt such a competitor;
18.5	A competitor may not maintain contact with or push a vehicle in front of his own during a race, breaching this regulation is a serious offence;

18.6	Manoeuvers liable to hinder other competitors such as premature direction changes, obvious obstruction, deliberate crowding to the inside or outside of the track, dangerous lane changes, premature braking, braking out of exit corners or any other abnormal actions are strictly prohibited;
18.7	When a competitor leaves the track, voluntary or involuntary while competing he shall immediately bring his vehicle under control and rejoin the race near the place where he left the race when it is safe to do so;
18.8	No advantage may be gained over other competitors, nor may he/she disadvantage any other competitor upon rejoining or interfere with passing traffic
18.9	The repetition of serious mistakes or the appearance of lack of control over the vehicle (such as continually leaving the track or spinning out on track), may entail the disqualification of the competitor(s) concerned as at the discretion of the Clerk of the Course
18.10	The track alone shall be used by the competitors during the race/heat;
18.11	Where a competitor is unable to complete a heat/race, due to damage caused by another competitor, the offending competitor shall be penalized by the Clerk of the Course, each incident/accident will be addressed with merit
18.12	The Clerk of the Course may at any time request competitors to submit a written incident report regarding incidents or any race-related matters;
18.13	Competitors retiring from future races/heats shall do so by completing a withdrawal form
18.14	Once a vehicle has been withdrawn from the event, it may not rejoin.
18.15	Vehicles that have been in an accident shall be scrutinised by the Scrutineer and the scrutineer needs to declare the vehicle safe to compete in further races/ heats. **It is the responsibility of the Competitor to contact the Scrutineers to have vehicle scrutineered after an accident.**
18.16	Should a vehicle come to a standstill on the track but off the racing line, **should** the Clerk of the Course not invoke the yellow flag bringing the race under safety, the competitor shall remain seated with the seatbelts and helmet fastened
18.17	Under no circumstances may the competitor leave his/her vehicle while the race is in progress.
18.18	It follows that if the race was a fifteen (15) lap race/heat, and only ten (10) laps had been run, the laps the results of the said race/heart will move one lap back, using lap nine (9) to place the grid in single file and the balance of six (6) laps shall be run;
18.19	Neither, the Clerk of the Course, or any other appointed official, promoter or organizer may order a re-run of a race/ heat.

OT 19. DECLARING A RACE FINISHER

19.1	Classification of a finisher – the vehicle must cross the finish line with all four wheels on the track;
19.2	If the Clerk of the Course stops a race or heat before seventy-five percent (75%) of the total race/heat distance has been completed, the competitors must be given the chance to finish the remaining distance through a restart.
19.3	Vehicles must immediately line up on the dummy grid, ready to take up the commencement and completion of their heat.
19.4	If a heat/race must be cancelled due to force majeure before seventy-five percent (75%) of the required distance has been completed, the results of the most recently completed heat/race will be considered as the final. Any ties will be resolved based on the competitors' finishing positions in that last completed heat/race, with the competitor who placed higher in that heat/race receiving the higher final placing.
19.5	Once the race/heat has been declared with a chequered flag, under no circumstances may the COC go one lap back

OT 20. ACCIDENTS CAUSING BODILY HARM

20.1	Racing vehicle/s that was involved in an accident, that may have caused any injury or fatality may not be removed without the written authority of the Clerk of the Course in consultation with the Chief Scrutineer and/or TC. .
20.2	The Clerk of the Course and/or Scrutineer shall further to the above, and prior to granting permission for the removal of the vehicle, take photos and/or video footage of the accident scene and the race vehicle.
20.3	In the event of a fatality, the South African Police must be notified and the vehicle under no circumstances may be removed from the scene;

20.4	The area is to be demarcated immediately, the Clerk of the Course and Stewards shall take charge of the surrounding area and no person shall be entitled to remove or repair any items from the vehicle.
20.5	Failing the authorities coming out to the scene the vehicle shall be impounded by the Clerk of the Course for inspection.
20.6	The same procedures shall apply to Officials / Marshals and Spectators in the event of serious bodily harm or fatalities caused by a racing vehicle or vehicle components.

OT 21. DETERMINATION OF GRIDS AND STARTING POSITIONS

21.1	A competitor who failed to sign on or a failed guardian signature, in the correct class, shall start both race/heats from the back of the gird
21.2	Competitors shall take up the last grid position for Heat 1 and Heat 2 only, final grid position shall be the points earned in Race/Heat 1 and 2.
21.3	The grid positions will be determined by a drawing system:
21.4	Draws will be done by placing the competitor's car number on a disc, mixing the discs and randomly drawing, the first disc drawn will be pole position, and so on;
21.5	Positions drawn determine Race/Heat 1, the 2nd heat being the pole invert of heat 1 and the finals, the total points earned in Race/Heat 1 and Race/Heat 2;
21.6	The drawing of grid positions shall only commence with the presence of the COC or Steward
21.7	In the event of the class been split, all the odd numbers would be placed in race 1 and the even numbers race 2. Or a 1/3 Split. A,B,C.
21.8	**MY LAPS TIMING**
21.8.1	**The MY-LAPS system will be the Official timing system at each event**
21.8.2	**Competitors are responsible to obtain their own compliant transponder (MY-LAPS TR2 available from Speedspot Promotions) and should check with their Club Secretary before acquiring a transponder that is not compatible.**
21.8.3	**Competitors may not participate in any Official Practice of an event without working Transponders being fitted to the vehicle and will be warned for not doing so.**
21.8.4	**Any Competitor who persists in ignoring this process will be excluded from the draw or qualifying and will start all heats and the final from the back of the grid.**
21.8.5	**Competitors are responsible to ensure that their Transponder is working, correctly positioned in the vehicle and the battery is charged**
21.8.6	**The placement of transponders is as follows:** - **Ninja Midgets – original karting tank area** - **Saloons – Drivers side sissy bars** - **Open wheelers – Fram below left side of seat**
	QUALIFYING
21.9	Prior to the commencement of qualifying or practicing sessions all the necessary infrastructure has to be in place i.e., Marshals, Fire Extinguishers, Medical Crew etc.
21.10	All qualifying laps will be done under the supervision of the Clerk of the Course or the Stewards
	QUALIFYING PROCEDURES:
21.11	**Qualifying does not count for points unless otherwise specified**
21.12	Qualifying will take place, regardless of circuit conditions, at the scheduled time. If the circuit conditions change during qualifying; the session will continue.
21.13	The **Clerk of the Course** ~~Steward~~ may at his/**her** discretion, and under extreme circumstances, place all cars on the Circuit for an eight (8)-lap practice just prior to qualifying to try and neutralize a "dirty" circuit.
21.14	Any Competitor who misses his position in the qualifying sequence for **whatever reason** will forfeit the opportunity to Qualify.
21.15	In the event of a timing system failure the respective Competitor will be given a chance to accept any laps that may have been timed or **they** will forfeit these and re-qualify at the end of the sequence
21.16	Each Competitor gets one (1) installation lap (starting this lap from just beyond the finish line), one (1) warm up lap and three (3) timed Laps with only the fastest lap counting.

21.17	Where Competitors set identical times, the Competitor who set the time first enjoys the benefit of starting closer to the front. The fastest qualifier will be awarded to the Competitor who is the quickest at this point.
21.18	**If for any force majeure reason Qualifying cannot take place or be completed the draw for the Qualifying sequence will be used to determine the starting positions.**

OT 22. DUMMY GRID

22.1	Competitors shall familiarize themselves with their grid positions and race/heat formats;
22.2	The Dummy grid shall be formed in the pits according to the grid positions
22.3	Competitors are to be ready to take up their places on the dummy grid one race preceding theirs:
22.4	Pit Marshal at this point shall check that all seat belts and helmets are correctly fastened, however, Marshal will not be held responsible should the seatbelt or helmet strap malfunction during a race;
22.5	Places left open by competitors failing to arrive on the dummy grid shall be filled by moving competitors forward.
22.6	In the event of a competitor falling out after taking his place on the dummy grid but before coming under starter's orders, the position shall be filled, by readjusting the field;

OT 23. STARTING PROCEDURES

23.1	All starts will be rolling starts.
23.2	Whilst the vehicles commence on the track, the track shall be under safety status, until the pit gate is closed and the track is clear;
23.3	Once the officials are satisfied all is clear, they shall wave the green flag from the start/finish only;
23.4	Saloon classes will line up on the opposite side to the starter line, the Line-up Marshall will indicate with a White flag that the field is ready, and the field has started coming under starter orders. The Clerk of the Course shall take each venue into consideration when applying the above rule in conjunction with the Promoter;
23.5	For classes running slick tyres - they shall complete the predetermined number of warm up laps, whereupon the yellow flags shall be deployed, bringing all under safety status again.
23.5.1	The field shall immediately fall into single file in their respective grid positions
23.6	Any Competitor who must circulate during the Line-up process, due to a mechanical issue, shall forfeit their grid position and start at the back of the Grid. Their space on the Grid must be left open.
23.7	Following the first corner or full lap depending on position of start, the field will be started, except Midget, Sprint Cars and any other clutch-less class, they shall remain idling around the track, the Starter will display the white flag and following the next corner they will be started;
23.8	The pole position competitor shall slow prior to entering the corner before the start to ensure that the field is well bunched and maintain his/her-pace which must be above idling speed, yet substantially below race pace;
23.9	The Starter shall regulate the start, should competitors not be in the correct starting order, the starter shall start the race and abort the race once every competitor has first past the start finish line with a yellow flag;
23.10	Competitors shall remain in their positions and start in their original positions;
23.11	Competitors who have stalled on the starting lap, shall be placed to the back of the grid, in the event of more than one competitor stalling they shall stand single file at the back of the grid:
23.12	If Competitors who have spun out on their own accord to the infield and cannot self-start in the first lap (Midgets and Sprint Cars), the race shall not be aborted and restarted
23.13	In extreme cases whereby the track surface has become dangerous and for safety reasons the Clerk of the Course shall have the right to start a race in single file versus the original two rows;
23.14	In the case of a race/heat being aborted after the start, the Clerk of the Course shall restart the race/heat once more in the original grid position only, thereafter the field shall start in single file as per the race/heat original grid positions;

OT 24. ALLEDGED JUMP STARTS STARTING

24.1	A jump start shall mean when a competitor passes another competitor or leaves his/her position prior to the start of the race, shall be judged as having jump started and be penalized. The said competitor will be sent to the back of the grid or the COC may impose a point penalty;

OT 25. PUSH STARTING PROCEDURES – CLUTCHLESS VEHICLES ONLY

25.1	Competitors shall be seated, with helmets and seatbelts fitted and fastened;
25.2	Vehicles may be pushed onto the track from the pits with straps or ropes;
25.3	Vehicles been pushed from the pits: It shall be mandatory for them to be lined up next to the wall, once the vehicles are fired up started. These vehicles will then circulate on the inner race line;
25.4	Under no circumstances may the vehicle be started in a pull start manner;
25.5	Competitors are to supply their own push vehicles;
25.6	Once all the vehicles are fired, they shall immediately circulate in single file at a reduced speed, allowing push vehicles to proceed back to the pits;
25.7	It shall be mandatory for one (1) push vehicle to remain on the infield; the push vehicle occupant shall remain seated in the vehicle or be permitted to stand on the vehicle;
25.8	Push vehicle operators may not be younger than eighteen (18) years old with a legal civilian driver licence;
25.9	Vehicles failing to start within one lap shall be sent to the infield;

OT 26. ABORTED STARTS

	TAR OVAL – Refer to Point Penalties
26.1	The Clerk of the Course shall be empowered to abort a start if:
26.2	A competitor vehicle stalls on the formation lap; or
26.3	A competitor had jump started; Refer to point penalties
26.4	If the field had not been correctly bunched up; or If a competitor accelerated prior to the race being started
26.6	If contact was made in the first lap; Refer to point penalties.
26.7	Breach of regulations for the above offences: the COC shall be obliged to take action against the offenders;
26.8	Competitors, who are spun out by a fellow competitor on the first lap, shall result in the race being stopped. The competitor that was spun out will restart in his/her original grid position, while the offending competitor that caused the other competitor to spin out, will start at the back of the grid.

OT 27. RACING UNDER THE YELLOW FLAG

27.1	Only the Clerk of the Course may invoke a yellow flag and bring a race under safety if:
27.2	A vehicle has spun out and has remained on the course – should the spun-out vehicle restart without any assistance, that vehicle shall be sent to the back of the grid.
27.3	If the Clerk of the Course is of the opinion that the vehicle presenting the obstacle on the track can be removed swiftly, the Clerk of the Course will invoke the yellow flag
27.4	Competitors are to cease racing, and reduce to just above idling speed and remain circulating;
27.5	Competitors shall circulate in single file at a sedate pace, above idling speed but not at race pace, holding their positions they had been in when the yellow flag procedure was invoked, without overtaking.
27.6	It follows that vehicles that have been lapped shall remain in their positions in the field;
27.7	The object of this rule is to preserve the exact order that the vehicles had on the track until a restart is possible.

27.8	Competitors who are about to lap back markers shall not use this opportunity to gain an advantage by lapping the competitor and shuffling the field.
27.9	The yellow flag shall be held out for five (5) laps only, following the fifth (5^{th}) lap, and if the track cannot be cleared the Clerk of the Course shall stop the race.
27.10	Competitors are required to be mindful and allow sufficient timing and spacing for tow vehicle/s to gain access onto the track and speedily remove the vehicle/s;
27.11	Once the Clerk of the Course is satisfied that the track is clear he/she shall instruct the starter to raise the white flag, indicating to competitors that the race will continue with race at the start of the next lap when the green flag will be shown;
27.12	The operation of the green flag shall be the same as that of the start flag from this point onwards;
27.13	The laps under yellow flag shall not count towards the total number of laps that should have been run;

OT 28. STOPPING OF RACES

28.1	Only Clerk of the Course may stop a race; Stopping of races shall only be done in the interest of safety;.
28.2	Disciplinary action shall be taken against the competitor who caused the stoppage by the Clerk of the Course;
28.3	In the event of a race being stopped, competitors may not leave their race vehicles or remove their helmets, breaching the regulation will have action taken against the competitor by the CoC;
28.4	If the race has been stopped by the Clerk of the Course and the field is sent to the pits to "cool off", competitors who broke down in the first stoppage, may not rejoin the race, unless the stoppage happened within the first two (2) laps, these competitors will be placed at the back of the grid;
28.5	In the event of a race being stopped when more than seventy-five percent (75%) laps have been completed, the competitors shall be classified according to the positions they held at the completion of the lap prior to the stoppage
28.6	Outside assistance of any nature must be solely approved by the Clerk of the Course. Any Competitor transgressing this is excluded from the respective race/heat in which the incident occurred.
28.7	No race vehicle may be touched to affect repairs or gain an advantage without the permission of the Clerk of the Course once it has come under starters orders and including red flag situations.
28.8	The actions and/or decisions of the Clerk of the Course in these instances are final and not protestable.
28.9	Competitors who stop racing on their own accord shall not be entitled to rejoin the race if more than two (2) laps have been completed by the leading competitor. It will be deemed that they withdrew from the race;
28.10	Reserved
28.11	Under no circumstances may the competitor leave his vehicle whilst the race is in progress.
28.12	Stopping of a vehicle on the infield during the race
28.13	Any competitor leaving the racetrack in his/her vehicle while the race/heat is under green flag conditions will be considered to have withdrawn from the race.
28.14	Clubs are encouraged to have a safe area on the infield where these competitors can stand until after the race completed
28.15	The Clerk of the Course may afford repair time, only if a competitor/s were disadvantaged by a deliberate or accidental action of another competitor in the first lap of the race/heat or the first lap of a restart of a race/heat;
28.16	The offending party shall not be afforded such an opportunity; and
28.17	Under no circumstances may any other competitors be permitted repair time if they were not involved in the incident that invoked the race to come under yellow flag conditions or stopped;
28.18	The repairs and maintenance shall be carried out in the mouth of the pit gates
28.19	No re-fueling at this point is permissible;
28.20	Repair time shall be maximum of five (5) minutes
28.21	If more than one vehicle has been afforded repair time, the total repair time shall remain at five (5) minutes and not a separate five (5) minutes per vehicle:
28.22	The balance of the field shall come to a stop in front of the start / finish line, all competitors shall remain seated in the race car and strapped in.;
28.23	All other cases should be regarded as an incident and appropriate action should be taken against the offending competitor who caused the damage;

OT 29. RESTARTING OF RACES

29.1	If the first lap of the race has not been completed by the leader, the field shall be restarted in their original positions;
29.2	A competitor who could not start the race in question shall be allowed to restart but from the back of the grid;
29.3	The race shall be considered a new race, and the full number of laps are to be run;
29.4	If one (1) or more laps had been completed by the leader:
29.5	The race shall be restarted with the competitors in single file, in the order in which they crossed the start line on the lap prior to the stoppage;
29.6	The lap scorers shall without delay submit a positioning grid to the starter;
29.7	Only the competitors whose vehicles crossed the finish line shall be permitted to restart the race; **for incidents after** the leader of the race has completed Lap 1.
29.8	However, competitors who could not complete that lap due to the deliberate or accidental actions of another competitor during an incident that led to the stoppage shall be permitted to restart, at the discretion of the Clerk of the Course obligation he/she may take action against the competitor who caused the incident;

OT 30. LAPPING TRAFFIC

30.1	Competitors about to be lapped shall be notified by receiving the blue flag;
30.2	Once the blue flag has been shown, the lapped competitor shall keep to his specific race lane and may not move, despite which lane they are in, allowing the lapping competitor to negotiate the overtake manoeuvre;
30.3	The competitor shall maintain his/her race line for a full lap, thus allowing the other leaders to pass without interference.
30.4	Competitors being lapped shall not interfere with or obstruct the faster competitor/s at all, neither may they interfere with or race against any competitor other than the competitor who is immediately ahead of them in the classification.
30.5	Competitors breaching GRR 19.3 – refer point penalties;

OT 31. WHITE LINE RULE

31.1	The aim of this rule is to introduce a structured review process that enables most collisions to be assessed, fault to be assigned, and penalties to be applied accordingly.
31.2	To give all competitors a clear understanding of the rules of passing and being passed and to give officials an accurate means by which to adjudicate incident
31.3	Many Competitors run the normal race line, on the inside through the corners going wide to the wall as they exit the corner, when under threat from faster Competitors. This usually ends in controversy where the faster Competitor dives down the inside as they approach a corner and spin the 'surprised' Competitor out
31.4	A dotted white line is painted on the existing asphalt to create an inside line of 2 (two) to 2.5 (two point five) meters around the corners and an outside line of 4 to 5m down the straights. (basically, the racing line that is 2 (two) car widths narrower down the straights)
31.5	The intention of this line is to create a tighter racing line thereby protecting a slower Competitor from being pushed out, but also reducing the Competitors ultimate race pace;
31.6	This allows a challenging Competitor a fair chance to pass around the outside.
31.7	Officials must show the blue flag once it is apparent that the defending Competitor is significantly slower than the challenging Competitor. Once this has been have done, the defending Competitor must race within the constraints of the white line offering the challenging Competitor a fair chance to attempt to pass around the outside. Competitors ignoring the blue flag will be penalised a position for each transgression.
31.8	The Competitor crossing over the line at the point of contact will be considered guilty of causing the incident.
31.9	If the defending Competitor is able to open a gap they may return to using the accepted racing line.

31.10	In instances where the inside Competitor crosses the line as he/she exits the corner and makes contact with a competitor on the outside, the Competitor on the outside may not turn this Competitor into the wall once contact is made.
31.11	Officials need to notice this transgression and give the defending Competitor the warning flag immediately;
31.12	Officials must observe Competitors 'dive bombing' into corners where it is clear they were too far behind to affect a safe passing manoeuvre, yet they capitalize on the front car crossing the line.
31.13	Officials need to establish if the entry speed was reasonable enough to have made the corner. In instances where both cars were on the same side of the white line, without crossing it at the point of contact, then the "B" pillar rule is applied

OT 32. NON-CONTACT DRIVING REGULATIONS

32.1	No deliberate contact, bumping, or pushing will be permitted.
32.2	If a competitor is spun out by another competitor in the first (1st) lap, the race will be restarted with the offending competitor, receiving a point penalty.
32.3	If a competitor is spun out by another competitor, the offending competitor shall be penalized at the discretion of the Clerk of the Course.

OT 33. POINT SCORING

33.1	Point scoring is applicable to all status of events and all classes;
33.2	Competitors may only be classified as a finisher and earn points respectively if all four wheels cross the finish line on the track;
33.3	Competitors who failed to finish and earn points in the races/heats preceding the final will start the final race from the back of the grid,
33.4	Competitor points and grid positions must be posted on the noticeboard before the final race/heat, allowing competitors to review and dispute their points with the Clerk of the Course if necessary.
33.5	Qualifying scoring: The with the best time, earns 10 (ten) points, 2nd (second) best time is awarded 9 (nine) points, reducing one for each competitor.
33.6	Race/Heat scoring for all classes – The winner earns will be awarded 20 (twenty) points, second place 19 (nineteen) points and the following reducing 1 (one) point down; (unless championship regulations specify otherwise)
33.7	Final Race/heat scoring shall be 30, 28, 26, 25,24 reducing down 1 (one); (unless championship regulations specify otherwise)
33.8	Lap scorers preparing for the final grid positions will only use Race/ Heat 1 (one) and 2 (two) points awarded;
33.9	Following the final race/heat, the qualifying points must be added to determine the overall winner of the class.

OT 34. NUMBER OF STARTERS, LAPS

34.1	The Maximum number of vehicles permitted per heat/race ~~(not~~ including the final~~)~~ **is twenty-six (26)** for tracks under three hundred and eighty (380) meters in length, and **thirty-two (32)** for longer tracks, Only thereafter will the class be divided.
34.2	The inverted pole position competitors shall toss a coin to determine which group takes pole position.
34.3	The number of laps for the races/heats shall be two (2) more than the number of starters; (unless championship regulations specify otherwise)
34.4	Final heat: The number of laps for the final shall be determined by the Officials, laps however, may not be less than ten (10) and may not exceed thirty (30) laps, irrespective of the number of starters (unless championship regulations specify otherwise)

OT 35. 1/3 GRID POSTIONS

35.1	1/3 (one third) Grid positions are **where entry exceeds prescribed track limit.**
35.3	R1, R2, R3 – every competitor gets a chance to compete against each other in two heats, other than the finals;
35.4	FINALS – competitors who have scored points may enter the final as per GRR23.5.
35.5	1/3 (one third) Classes, **when a competitor falls out, the gap is closed as each competitor moves up one grid position if one competitor has fallen out etc.**

OT 36. TIES AND DEAD HEAT

36.1	A tie in points before the final heat is resolved using the toss of a coin.
36.2	A tie in points after the final, is resolved using the finishing positions of the final

OT 37. FLAGS AND SIGNALS

37.1	All flags are to be uniformed in size – 60 (sixty) cm x 80 (eighty) cm;
37.2	In all instances where robots are used, a full set of flags should be kept on hand in an event of electrical failure.
37.3	By deploying a warning or any instruction flag, the COC does not have to display the black board with the car number on, However, the COC shall instruct the gate marshal to advise the competitor who receive the flag to report to the COC;

37.1.1 STARTING FLAG

a)	The start flag shall be white with Motorsport SA logo printed on it. The start flag may be replaced by a green flag or green robot;
b)	Under no circumstances may the South African flag be used to start a race.

37.1.2 WHITE FLAG

a)	Shown from the start/finish line only, held in a stationery position; Indicates the start procedure is about to commence;
b)	Last lap is about to commence; In the event of a race been brought under a yellow flag condition, the starter shall deploy the white flag indicating that the race would commence on the next lap

37.1.3 GREEN FLAG

a)	The deployment of the Green Flag by the field Marshal shall indicate that the track is clear (free from debris). The Green Flag deployed by the Starter shall mean the commencement of Practice Laps; or
b)	The restart of a race that has been brought under safety. The Green flag may be utilized in the absence of a start flag.

37.1.4 YELLOW FLAG

a)	Stationery yellow flag deployed by a Marshal, indicates an obstruction on the track but off the racing line, caution must be taken~~;~~ competitors may continue to race
b)	Waving the yellow flag vigorously, shall mean the race has been brought under safety status, all vehicles must reduce to idling speed and remain in single file to await further instructions

37.1.5 YELLOW FLAG WITH RED STRIPES

a)	The flag shall be deployed by the Marshals, indicating to the competitors that there is an oil spill or one or other debris on the track. Competitors are to take caution and change their race line so to accommodate the track;
b)	The Marshal shall only display the flag for two (2) laps, thereafter the competitors would keep to their new race lines for that part of the track.

37.1.6 RED FLAG

a)	The red flag indicates that racing has been stopped. The red flag waved vigorously shall mean there is extreme danger and urgent action has to be taken by the competitors to seize racing.
c)	Once competitors have noted the red flag, it shall be important for them to take safety into consideration by not stopping dead, especially once the red flag had been invoked, but rather come down to an idle speed, circulating once and then coming to a stop in front of the start/finish line, again in exercising the above, competitors have to be conscious of all movement on the track, may it be a vehicle, officials, medical crew or recovery crew
d)	The infield marshals may only display the red flag once the COC has issued such a instruction. displayed the flag.

37.1.7 WARNING FLAG

	BLACK AND WHITE – refer GRR 25.1.2
a)	The Warning Flag is deployed by the Clerk of the Course with a board displaying the competitors race number. The competitor receiving the warning flag has been placed under observation for the duration of the race. **The competitors number MUST be displayed on a board.**

37.1.8 BLACK FLAG

	BLACK AND WHITE – refer GRR 25.1.2
a)	The Black flag – Under no circumstances will the Black Flag be displayed during races
b)	In the event of a competitor/s breaching the race regulations, a warning flag will be displayed and the COC followed by holding a hearing with the competitor after the said race/heat, may or may not apply a penalty which may lead to an exclusion:
c)	In the event of a competitor severely breaching a race regulation, the COC shall invoke a red flag to stop the racing and shall then send the breaching competitor to the infield – this is in extreme cases only

37.1.9 BLACK FLAG WITH ORANGE DOT

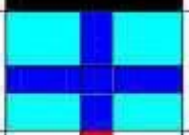
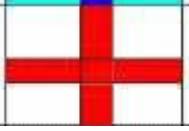
a)	The flag shall be shown by the Clerk of the Course with the said competitors race number on a board. to a competitor. The said competitor is to cease racing immediately, pull to the infield as there may be a potentially dangerous defect on the vehicle in the opinion of the Clerk of the Course;

37.1.10 LAP FLAG, CHEQUERED FLAG

a)	Displayed to car/s being lapped; Refer to GRR 19. Chequered Flag means the race has been completed and shall be displayed until all the competitors have-completed the race;

37.1.1.1 SIGNBOARDS, BACK OF GRID AND LOAD UP BOARDS

a)	All sign boards are to be displayed by the Starter upon the instruction from the Clerk of the Course; BOP –Back of the Pack, shown together with the competitor's number, the competitor shall immediately fall to the back of the grid. In the event of a competitor receiving a load up board it shall indicate the competitor has been excluded from the event.

FLAG DEPLOYED		DRIVER'S REQUIRED REACTION
Yellow flag held stationary when entering the track		Be ready to do warm up laps / Form up into your single file grid
Green flag waved – beginning of race		Proceed with warm up laps
White flag		1 lap to go to start / restart / end of race
Yellow flag with red stripes		Exercise care something has changed on track
Yellow flag – waved all around track		Stop racing – fall in behind the competitor who was ahead of you. Be ready to stop or go racing again
Red flag		Come to a stop at the start line as soon as it is safe to do so
Start flag		Race is on you may race
Black and white flag		You have been observed doing something illegal. Beware and report to race control
Black flag		Pull off the track – you have been disqualified
Yellow flag with red arrow		Return to the pits
Black flag with orange dot		Pull off – your car has a defect Pull off – you as rookie are a danger
Blue flag		You are holding up the race with defensive driving – race for position You are going to be passed – keep your line
Red cross on white		Medical emergency exists please avoid the area

OT 38. PENALTIES

38.1	Any breach of these regulations, the GCR's, the SSR's or the SR's for any competition shall be penalised by the appropriate official at his/her discretion, whether or not any penalty is specified for such breach.
38.2	The Clerk of the Course shall be entitled to impose one or more of the following penalties for contravening a particular rule for which no specific penalty is prescribed in GCR 177.

OT 38.1.1	**POINT PENALTIES** – see schedule			
RULE	**INFRINGEMENT**	**1ST OFFENCE**	**2ND OFFENCE**	**3RD OFFENCE**
38.1.2	**STARTING INFRINGEMENT**			
A.	Jump Start	Less 5 (five) points	Less 10 (ten) points	Exclusion from heat
B.	Stealing open grid position	Less 5 (five) points	Less 10 (ten) points	Exclusion from heat
38.1.3	**RACING INFRINGEMENTS**			
A.	Passing on infield – two wheels or more	Less 10 (ten) points	Exclusion from heat	Exclusion from Heat
B.	Shunting to gain a position	Less 10 (ten) points	Exclusion from heat	Exclusion from heat
C.	Forcing a car to the wall/off track or infield/inner lane off track	Less 10 (ten) points	Exclusion from heat	Exclusion from heat
D.~~1~~	Spinning out another competitor accidentally	Less 10 (ten) points	Exclusion from heat	Exclusion from heat
E.~~1~~	Spinning out another competitor deliberates	Exclusion from heat	Exclusion from heat	Load Up
F.	Deliberate stopping on track which results in a subsequent accident	Exclusion from the Event		
38.1.4	**FLAG INFRINGEMENTS**			
A.	Blocking after being shown the Blue Flag	Less 5 (five) points	Less 10 (ten) points	Exclusion from Heat
B.	Competitors trying to out race or compete against a competitor who is lapping;	Less 10 (ten) points	Exclusion from the event	
C.	Deliberately stopping on track to bring out a yellow flag	Exclusion from Heat	Exclusion from the event	x
D.	After being spun out deliberately stalling vehicle to bring out a yellow flag	Exclusion from Heat	Exclusion from the event	x
E.	Stopping on track, knowing there is a mechanical problem and not pulling to infield/off track resulting in the deploy of flags	Exclusion from Heat	Exclusion from the event	x
F.	Completing more than ¼ of the track at racing speed under yellow or red flag conditions	Less 10 (ten) points	Exclusion from heat	Load Up
G.	Overtaking and gaining a position under Yellow Flag	Less 5 points	Less 10 (ten) points	Exclusion from Heat
38.1.5	**BEHAVIOUR INFRINGEMENTS**			
A.	Arguing on track or infield with officials or fellow competitors	Less 10 (ten) points	Exclusion from Heat	Load Up
B.	Finger pointing during race	Less 5 points	Less 10 (ten) points	Exclusion from heat

38.3	**ADDITIONAL DRIVING OFFENCES WHICH MAY LEAD TO PENALTIES IMPOSED:**
38.3.1	*The COC shall have the right to impose a point penalty, warn or exclude competitors*
38.3.2	If the COC and Promoter are under the impression that competitors are driving deliberately to disadvantage fellow competitors repeatedly or any other driving manoeuvres that are detrimental to fellow competitors, the COC shall take action;
38.3.3	Failure to reduce speed once the yellow or red flag had been invoked;

38.3.4	Overtaking whilst under safety flag status;
38.3.5	Stopping in front of the Clerk of the Course or any Official/Marshal to express a grievance whilst the race/heat has commenced penalty will be Exclusion for the event

OT 39. GENERAL EXCLUSIONS

39.1	In the event of the vehicle (technical or construction) being found to be irregular the following penalties shall apply:
39.1.1	Competitors shall be excluded for that event; and
39.1.2	Competitor shall forfeit all championship points from the event in which the vehicle was found to be irregular
39.1.3	The competitor may receive a further ban of one event and shall be placed under a six (6) month observation:
39.1.4	Second offence, within a 24 (twenty-four) month period from the first offence shall result in the competitor receiving an automatic ban of 6 (six) months;
39.2	Competitors refusing to park in the parc ferme to have their vehicles checked will have action taken against them, the following penalties shall apply:
39.2.1	Competitors shall forfeit all championship points for the races that the vehicle competed in was refused to be stripped;
39.2.2	The competitor may receive a further ban of 6 (six) months
39.3	Competitors refusing to place series/event sponsor decal on race vehicle will lead to exclusion of event;
39.4	Competitors refusing to fit onboard camera systems supplied by the organizer will lead to exclusion of event;
39.5	Competitors, pit crew and officials refusing to undergo a breathalyzer test or drug test, shall receive an automatic ban of 3 (three) months;
39.6	Anti-doping tests will be conducted according to GCR 122, GCR 282 and Anti-doping code, and the offender may be excluded for the event;
39.6.1	If organisers suspect a competitor or official regularly uses illegal substances, they may use laboratory testing at the event. If tests confirm substance use, the organizers can ban the individual for at least three (3) months per violation.
39.6.2	All Alcohol and drug tests has to be performed in a closed environment. Breathalyzer tests may be performed by the officials in consultation with the medics; It is mandatory to perform Breathalyzer tests only, inside a medical room, office or an ambulance;
39.6.3	Under no circumstance may breathalyser tests or drug tests be performed in the view of fellow competitors or public
39.6.4	In the event of an alcohol breathalysing test been performed on any of the following members, Competitors, Guardian/parents and officials and are found having consumed alcohol shall result in an event exclusion, this matter is not protestable. Refer to GCR 282 and Appendix L.
39.7	Competitors, family, pit crew, officials, shall refrain from making racial remarks towards fellow race members, this includes spectators, sponsors and track staff;
39.7.1	Officials, competitor or his/her family or crew found guilty of racial remarks, the official or competitor is excluded for the event and has to leave the premises immediately;
39.7.2	Offenders shall be subject to a hearing in terms of GCR 175, which may result in a minimum ban of 24 months.
39.8	Competitors, their pit crew or family, found asking an official, on or off duty, to assist them with a protest or appeal against the decision of the Clerk of the Course, shall receive an automatic ban of 3 (three) months.

OT 40. CHAMPIONSHIP EVENTS

40.1	The Clerk of the Course shall be entitled to exclude a competitor from the event, if it appears that the competitor does not have control over the vehicle;
40.2	Competitors circulating with a mechanical defect is not permitted
40.3	Competitors who encounter a mechanical defect have one lap to leave the track safely.
40.4	Competitors who fail to do so will be excluded and may receive an additional penalty if the process of circulating interferes with any other competitor

OT 41. DECISIONS OF THE OFFICIALS

41.1	Neither the Clerk of the Course nor the stewards shall be entitled to order the re-run of a race irrespective of the incident, the damage suffered by the aggrieved competitor or the effect the incident has on his standing in an event, championship or series. They shall, however, bear these factors in mind when acting against the offending competitor.
41.2	The Clerk of the Course or the Stewards may, after a hearing regarding an incident that they witnessed or was reported to or was protested, be entitled to alter the point at which a race was completed or award points to the aggrieved competitor to address such an incident. To clarify this, it must be understood that intervention of this kind must be reserved for offences/incidents where the innocent party has suffered prejudice and must be reflected by action against the transgressor, at least equal to the benefit gained over the aggrieved competitor. It would be appropriate for two or more competitors to have the same race result as a result after intervention by the race officials. Should such an intervention lead to a tie in points the competitor who was penalized should defer to the others.
41.3	If the competitor, who was elevated into a position of a tie because of this intervention, he/she shall defer to the other competitor on equal points. It is stressed that this regulation is not meant to resolve incidents where no blame can be apportioned

OT 42. VIDEO FOOTAGE

42.1	In view of the high incidence of video recordings found at oval racing events race officials are increasingly regularly confronted with the demand that video footage must be viewed. These demands are mostly made to implore the officials to act against a competitor. Conversely video footage is produced by competitors in support of a demand that the penalty that was imposed must be reversed.
42.2	The Clerk of the Course shall refer all such footage to a television adjudicator. This adjudicator shall be a graded Clerk of the Course at regional and national championship status events. At other events he shall be a person well versed with the rules of oval racing, typically a retired driver. This adjudicator will be deemed to be a judge of fact.
42.3	The adjudicator shall communicate his findings to the Clerk of the Course. The findings of the adjudicator shall be final.
42.4	The Clerk of the Course shall thereafter act in accordance with the findings and may penalise the offending competitors.
42.5	Where footage is presented as part of the protest or appeal procedure the footage shall be viewed by the stewards of the meeting, tribunal or Court of Enquiry as the case may be. These parties are entitled to request the adjudicator to advise them.

OT 43. PROTESTS

Refer to MSA GCR's PART IX – PROTESTS

OT 44 ANY COMPETITOR WHO WISHES TO APPEAL THE OUTCOME OF A PROTEST

Refer to MSA GCR's PART X – APPEALS AND ENQUIRIES

OT 45 BANNING OF COMPETITORS/OFFICIALS

45.1	Competitors who are banned by Officials, either on the day of the event or by way of Court of Enquiry, the following shall apply*:*
45.2	In receiving a ban, the banned competitor may not participate in any event, by way of signing on as a pit mechanic, an official or any other position at any MSA sanctioned event for the period of the ban;
45.3	Each venue shall have the right to exercise the "right of admission" held against such a ban competitor

OT 46 VEHICLE CHECKING PARC FERME

46.1	In the event of the COC instructing vehicles to be checked for eligibility according to class regulations, the following shall be applied:
46.2	The first five (5) vehicles finishing a heat or the first 5 (five) highest point scorers of the event will be sent to parc ferme, this furthermore does not prevent the COC or TC requesting additional finishers;
46.3	The top three (3) score holders shall be checked first, in the event of any of the top three (3) vehicles not complying, the 4th (fourth) and 5th (fifth) vehicles will be checked, as the positions automatically move up, as the obvious being one or two of the top three had been excluded;
46.4	It follows that should the top three competitors comply, the 4th (fourth) a n d 5th (fifth) placed competitors will not be checked.
46.5	Post event checking shall only include working mechanisms of the vehicle – any other exterior visible parts, example, tyres protruding body work, incorrect exterior mirrors, wings, side skirts etc, are classified as protestable items during scrutineering and the event.

OT 47 ENGINE COMPONENT COMPLIANCE

47.1	All vehicles must comply with technical and construction regulations as written and the class which the competitor has entered;
47.2	Once a vehicle has gone through scrutineering successfully and the vehicle requires change of restricted components, the following procedure shall take place:
47.3	The competitor shall inform the scrutineer of his/her intentions;
47.4	Once the component has been changed the scrutineer shall sign the change in the competitors scrutineering book and must notify the COC in writing of the change, within 30 (thirty) minutes of the change;
47.5	In the event of a component been suspected of non-compliance the scrutineer shall be entitled to impound the component and have it checked by the Technical Consultant;
47.6	A full recording of the impound shall be done in writing;
47.7	All components under further investigation have to be sealed to prevent tampering
47.8	Failure by the competitor announcing the change with the scrutineer and/or TC or should the component that was replaced not be compliant, shall result in the competitor being excluded from the event.

OT 48 STRIPPING OF ENGINE AND GEARBOXES

48.1	The stripping checking of engines and gearboxes shall be performed by the competitor and pit mechanic in the presence of the officials; Competitors stripping any parts in the absence of an official shall be excluded from the event immediately.
48.2	Volume irregularity - This will take place by removing the cylinder head to measure the bore and stroke to enable a calculation to be made;
48.3	Cylinder Volume shall mean the volume generated by a cylinder (or cylinders) by the upward or downward movement of the piston/pistons.
48.4	Such volume is expressed in cm# and for all calculations relating to cylinder capacity, the symbol π will be regarded as equivalent to 3.1416
48.5	The appointed COC in consultation with the Technical Advisor may impound a vehicle and request the vehicle to be stripped in respect of the above. Competitors and if a minor competitor, their parents or guardians shall remain present until the findings have been noted and signed for;
48.6	The Clerk of the Course in consultation with the Chief Scrutineer and/or TC is entitled to instruct investigation into the eligibility of a vehicle performing above its limitation – Clerk of the Course, and Technical Consultant with no costs to the competitor/entrant payable

OT 49 FUEL

49.1	Competitors, who are suspected of mixing fuel, shall drain their fuel in the presence of officials, and may be instructed by the CoC (in writing) in consultation with the Scrutineer/TC to run a controlled fuel supplied by the organisers.
49.2	There would be no further penalty in this respect; the competitor shall remain in the race and in the correct draw/grid or point position;
49.3	It shall be the competitor's responsibility to pay for the fresh fuel within a period of 48 (forty-eight) hours;

OT 50 DEFINITIONS OF BRINGING THE SPORT INTO DISREPUTE

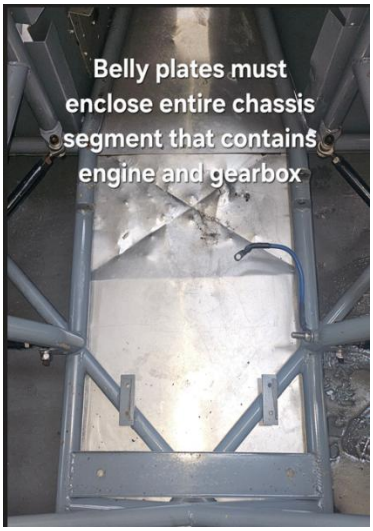
50.1	Deliberate or intentional actions from a member, official or competitor in view of the public, pit area or official area, this includes electronic medium and/or social media slander and/or negative comments towards the administrators, officials and clubs; cyberbullying is bullying that takes place over digital devices like cell phones, computers, and tablets. Cyberbullying can occur (and not limited to) through SMS, Text, and apps, or online social media platforms, forums, or gaming where people can view, participate in, or share content.
50.2	Physical encounters, which include pulling or tugging another person's clothing. Helmet throwing;
50.3	Driving in an opposite direction on the racetrack or infield or **driving in an unsportsmanlike manner,** with the intentions to deliberately ramming, **premature braking** or bump or knock into or over a vehicle, official and infrastructure, this includes the pit area;
50.4	The use of foul language, verbal threats towards fellow competitors, spectators, officials , competitors and/or employees of the venue; not taken lightly, any form of racial remarks towards any person at the event, the officials shall be obliged to hold a hearing and ban the person for a minimum period of 6 months – the matter is not protestable and cannot be appealed.
50.5	Officials leaving or refusing to office once signed on the penalty for the above is an immediate ban of 12 months

TECHNICAL AND CONSTRUCTION REGULATIONS

TC1. PROTECTIVE CLOTHING

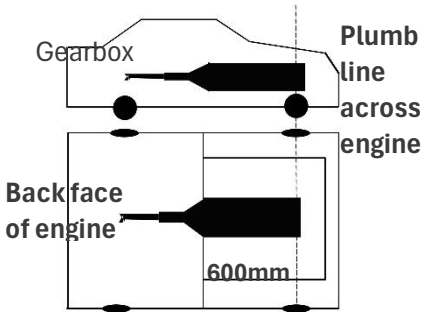
	Racewear to be presented at scrutineering for approval
1.1	**RACE SUITS**
	Fire retardant race suits are compulsory, one piece as per GCR 239
	Minimum requirement is a FIA or MSA Level 1 for pump fuel vehicles only;
	Minimum requirement for methanol using vehicles mandatory FIA or MSA Level 2;
	No pushing up sleeves whilst racing. Methanol users – mandatory for cotton underwear, including socks;
	It is highly recommended that all competitors only wear cotton clothing under their race suits.
1.2	**GLOVES**
	Fire retardant racing gloves are compulsory. Open finger tip gloves are not permitted;
1.3	**SHOES**
	Fire retardant race boots mandatory;
	No Takkies/Sneakers or plastic type shoes permitted – all classes;
1.4	**NECK BRACES**
	Neck Braces are highly recommended in all classes;
1.5	**HELMETS**
	All helmets will be in a good condition; it is highly recommended that only full face helmets are used for Oval Track Racing, No MX big face helmets are permitted;
	Helmets must be suitable for motorsport use and be approved by a reputable standards authority such as DOT, ECE, Snell, SHARP, BSI, AS or of equal standard and be suitable for highway usage;
	The Scrutineer may condemn a helmet or confiscate a helmet until after a race meeting, if, the visor is cracked, the helmet has a visible crack and if the helmet straps are in any way sub-standard;
1.6	**BALACLAVAS**
	All classes racing with Methanol, it shall be mandatory to wear a balaclava.

TC 2.	**SAFETY REGULATIONS**
	Applicable to all classes and vehicles
2.1	All sump, gearbox and differential drain and filler plugs have to be drilled and lock wired;
2.2	Oil filters have to be clamped or strapped;
2.3	A radiator water catch tank of a minimum capacity of (one) 1 liter shall be fitted to the cooling system inside the engine compartment or against the passenger compartment firewall;
2.3.1	A sealed radiator system will be exempted from the above regulation, for example Golf systems
2.4	An oil catch tank, with a minimum capacity of 2 (two) liters, capable of accepting surplus oil from the engine shall be fitted inside the engine compartment or against the passenger compartment firewall;
2.4.1	The catch tank shall be connected to each breather outlet by means of a flexible pipe or similar conveyance, designed to feed the oil or fumes to the tank
2.4.2	The catch tank is to be emptied between races
2.5	Welding - All joints and seams in the construction of the vehicle shall be properly mitered and be welded, 100 %.
2.6	Methanol – it shall be mandatory that all methanol storage containers (Jerry can) be marked by a spray of paint or sticker, the letter M or in full Methanol, the colour to be used shall be red or orange;
2.7	All flammable items such as dashboards, plastics, carpets, upholstery and hood lining must be removed;
2.7.1	All bitumen cladding/sound deadening on the interior of the vehicle has to be removed;
2.8	Under no circumstances may a vehicle compete without a secured bonnet, the purpose of this is to prevent the bonnet dislodging;
2.8.1	Bonnets shall be constructed and fit in such a manner that no open gaps will display when closed;
2.9	All piping (brakes and fuel) and wiring must be installed above the floorboard or chassis;
2.10	All saloon vehicles shall be able to self start and self starters must be in a working condition;

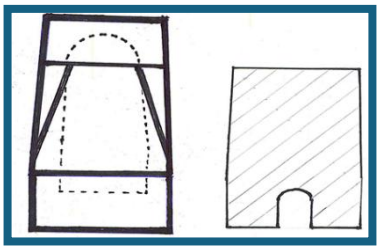
TC 3.	BATTERIES
3.1	It is mandatory for batteries to be bolted down;
3.2	Battery shall be bolted down by way of a cross bar or cross bracket;
3.2.1	Cross bar to be made of a flat bar with a minimum 5 (five) mm thickness; or
3.2.2	Square bar of 8 (eight) mm x 8 (eight) mm or round bar of a minimum 8 (eight) mm in diameter;
3.2.3	The hold down bolts shall be a minimum of 8 (eight)mm in diameter;
3.2.4	No side clamps or straps will be permitted to hold down the battery;
3.3	Batteries shall be covered by a non-conductive material to prevent short circuiting in the case of an accident;
3.4	Batteries fitted in the competitor's compartment shall be mounted in a leak proof compartment, eg., sealed battery box
3.5	The use of battery box compartment shall still require the battery to be bolted down inside the box, in all instances the cover of the battery box must be secured, by way strapping
3.6	Batteries may be kept in their original positions and be affixed correctly;
3.7	In all instances batteries should be easily accessible for scrutineers to inspect
TC 4.	**BELLY PLATES**
4.1	A Belly plate is compulsory for all Space Frame Saloons including Semi Space Frame designs.
4.2	A Belly plate can be made from either two (2) mm aluminum or mild steel
4.3	Composite material belly plates are not permitted.
4.4	Belly plates must be secured by rivets, with oversized heads, or bolts 6 (six) mm outside diameter (OD) minimum) with oversized washers and nuts.
4.4.1	Tex screws and cable ties are not permitted.
4.5	Belly plate must enclose entire chassis segment that contains the engine and gearbox. Partial belly plates are not permitted.
4.6	Strategic drain holes are permitted but restricted to 2 (two) holes per segment.
4.7	Any vehicle losing its belly plate during a race **WILL** be excluded on grounds of safety.
	 
TC 5.	**BODIES (INCLUDING BUMPERS)**
5.1	All bodies on space frame vehicles must be joined using a minimum of 6 (six) mm OD bolts and nylock nuts.
5.2	Rivets and Tek screws are **NOT** permitted.
5.3	Bodies may not have hole saw holes except for brake cooling ducts and air ducts to coolers.
5.4	Bodies must always be complete.
5.5	Where a fender is damaged it must be replaced or repaired significantly before the vehicle may compete i.e the wheel may not be exposed
5.6	All boot lids must be retained, and may be replaced with fiberglass replicas with a minimum thickness of 2 (two) mm. This includes the lower boot lid section from the Tigra body.
5.7	Radiator ducts are permitted in the bonnet. Any sheeting used to deflect air may not protrude more than fifty (50) mm above the Bonnet. Radiator ducts are not permitted in the Jnr Stockrods, Pink Rods and Stockrod class

TC 6.	BRAKES AND BRAKE LIGHTS
6.1	Brakes are mandatory on all vehicles in all classes, see class rules for specifications;
6.2	All vehicles are to brake on all four wheels except in Midget and Sprints Classes, which have to brake on three (3) wheels;
6.3	Working Brake lights are mandatory on all vehicles, in all classes, except open wheelers;
6.4	Brake lights must be red and be mounted in plain sight for competitors to observe without restriction;
6.5	Brake lights may be fitted in the bodywork of the vehicle.
6.6	Brake lights to work off pedal operated switch or an in-line pressure switch connected to rear brakes
6.6.1	No on/off switches are permitted on brake light system;
6.7	LED Brake light of a minimum one hundred (100) mm length is permissible and at least 75 (seventy-five) % of the LED's must be operational;
6.8	Brake lights round, shall be a minimum of 50 (fifty) mm in diameter and a maximum of one hundred (100) mm and rectangular or square brake lights shall be a minimum of 50mm x 50mm square and a maximum of one hundred (100) mm x one hundred (100) mm square or rectangular
6.9	Brake light appearance shall always remain bright, any dull brake light appearance may be rejected by the scrutineer
6.10	Brake Light failure during an event, will result in an exclusion for the race/heat until fixed – Brake lights shall be in working condition throughout the event.
6.11	Hand Brakes – permissible.
TC 7.	**BUMPERS**
	MIDGETS, SPRINT CARS AND AMS – SEE OWN REGULATIONS
7.1	All piping utilized for the purpose of bumpers and mounting supports shall remain in a single round tubular form, it follows, that under no circumstances may any of these pipes be filled in any manner or have additional smaller tubing inserted to the inside of the larger pipe
7.2	Restricted to single pipe of material not exceeding OD 34 (thirty-four) x 3 (three) mm thickness;
7.3	All sharp ends have to be bent inwards into the body;
7.4	Bumpers may not protrude more than 50 (fifty) mm beyond the tyre or body work; tar
7.5	Internal bumpers (Round tube)
7.5.1	Internal bumpers – piping material used shall have a maximum outside diameter of 38 (thirty-eight) mm and a maximum wall thickness of 2 (two) mm
7.5.2	The internal bumper shall be shaped in accordance of the vehicle's front silhouette
7.5.3	Additional radiator protection may be installed internally with no more than 4 (four) mounting points
7.5.4	Vehicles that are manufactured with steel bumpers must be replaced with plastic or fiber glass, with a single 38 (thirty-eight) mm x 2 (two) mm round tubing inside shaped according to the bumper
TC 8/9	**COMPETITION NUMBERS/DECALS ON VEHICLES**
8.1	**Tar Oval Car Class Car numbers – numbers are issued by SSP only, no duplicate numbers in classes permitted – competitors to request club secretaries to obtain the necessary car number**
8.1.1	Numbers 1, 2 and 3 will be reserved for MSA Overall Annual Championship winners only
8.2	All numbers shall be displayed on a contrasting backing;
8.3	It is recommended that numbers are preferably black letters on a white background, with a minimum size of 300 (three hundred) mm high and 50 (fifty) mm readable font stroke.
8.4	Four (4) displays of the numbers are required:- on both sides of the vehicle, on the roof and on the visor, additionally to the wing (wing as per class regulations);
8.5	It is mandatory for a number to be on the roof;
8.6	Wings Plates, white background with black lettering or black backing with white numbers, sizing 300 (three hundred) mm diameter;
8.7 8.7.1	Visors: The visor fitted into the windscreen aperture shall be fitted from left to right, with a height of 12 (twelve) cm minimum. The competition number shall be placed on the right to left hand side of the visor, with the competitor's name taking up the balance of the visor
8.8	Race numbers under no circumstances may be applied free hand in any method. Only vinyl lettering or professional sign writer applications will be acceptable;
8.9	Advertisements/sponsors must not scramble the number of the vehicle;

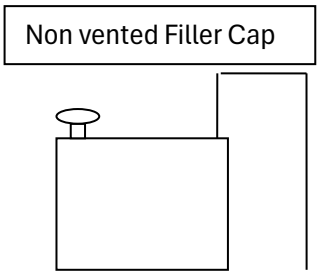
8.10	**METHANOL USING VEHICLES**
8.10.1	Methanol using vehicles shall all have an orange or red sticker displaying ME or lightning bolt, sticker size no smaller than one hundred and fifty(150) mm in diameter, displayed on either side of the vehicle
8.10.2	The colour which is to be used as the display for the methanol sticker shall be of a contrasting colour to the colour of the car
9.	**VEHICLE DISPLAY AND DECALS**
9.1	Gold painted Roofs: - Car Roofs, may not be painted Gold as this is reserved for the Champion Only: In the event of the design incorporating gold, a maximum of gold colouring on the roof shall be 40 (forty) % spread only;
9.2	Advertisements and slogans may not be of discriminatory manner
9.3	Only, rear side windows (which are to be replaced with clear lexan or polycarbonate) may be sign written, no more than 50 (fifty) % of the window may be covered with sign writing per side; Role playing officials have the right to tear off sign writing on the rear window, if more than 50 (fifty) % is covered.

10.	**ENGINE POSITION**	
10.1	Rear mounted engine vehicles must be mounted behind the rear wheels, saloons class only, the positions of the engines may not be altered in any manner and must be retained in the original manufactured fitted position	
10.2	No midmount engines are permitted in saloon classes	
10.3	The rear face of the engine is where the bell housing and the engine meet	
10.4	Measurements applicable to engine positions of front mounted engines, in rear wheel drive vehicles	
10.5	The back face of the engine will not be more than 600 (six hundred) mm backwards from a line drawn across the centers of the two front wheels which will be determined by means of a plumb line using the method described as in the drawing	
10.6	The engine may not be fitted with an offset of more than 50 (fifty) mm from the centre line of the vehicle	
10.7	The vehicle must be built symmetrically when viewed/measured from the front or rear	

TC 11.	**EXHAUST**
11.1	Midget class exhaust specification see class rules, exhaust rule applicable to all other classes
11.2	Exhausts fitted below the floor pan shall have saddles fitted at +- 33 (thirty-three) % and 66 (sixty-six) % of the vehicle to retain the exhaust in the event of exhaust breaking. Saddles are to be a bolt on type
11.3	Exhaust systems installed above the floor pan with tailpipes passing out through the side of the vehicle, shall do so at a maximum height of 450 (four hundred and fifty) mm measured from the ground to the top of the pipe with the vehicle parked on a level floor, with driver seated and tyres measured at racing pressures. The exhaust systems must be covered with an aluminum or mild steel protector plate using a material of one point five (1.5) mm minimum.
11.4	Exhaust systems installed above the floor pan may not protrude more than 50 (fifty) mm beyond the body silhouette
11.5	Exhaust noise levels may not exceed one hundred and eight (108) decibels, this shall remain mandatory for health and environmental reasons
11.6	A fitment of an exhaust and silencer box is mandatory to saloon and Midgets classes

TC 12.	FIRE WALLS/TUNNELS	
12.1	All vehicles must have metal firewalls between the driver's compartment and engine, between driver's compartment and fuel cell or fuel tank. A tunnel enclosing gearbox and propshaft must extend within the cockpit of the vehicle. These tunnels and Firewalls must consist of a minimum of one point five (1.5) mm thick aluminum or one (1) mm mild steel plating only.	
12.2	All firewalls/tunnels are to be constructed of metal only, plastic, fiberglass and rubber is not permitted	
12.3	Fire walls will in all cases may not have any holes, other than where pipes are lead through with precise fitment	
	Sketch - Midget Fire Wall behind the competitor	

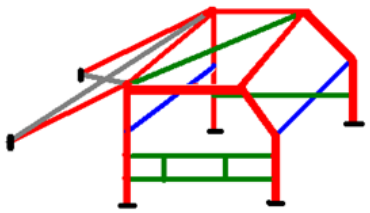
TC 13.	FLYWHEELS
13.1	Cast steel/iron, Aluminum and metal fly wheels permitted
13.2	Aluminum fly wheels are subject to specific class rule
13.3	It is highly recommended that the use of steel or Aluminum fly wheels are used for racing purposes
13.4	When lightening fly wheels, keep the lightening limited for safety purposes

TC 14.	FUEL TANKS AND FUEL PIPES	
14.1	It is highly recommended that properly designed and manufactured racing fuel tanks are used or bag type fuel cells which reduces the risk of fuel spillage from accident damage	
14.2	The wall thickness of metal fuel tanks shall be no less than one (1) mm	
14.3	A fuel tank breather, which shall vent externally, must be fitted to all fuel tanks	
14.3.1	A non-return valve shall be fitted to the breather	
14.3.2	The non-return valve may not be airtight	
14.3.3	The fuel tank cap shall be the non-vented type	
14.4	Normal vehicles (tin-top) may retain the original position of their fuel tanks, shall be removed from the original position	
14.5	The fuel tank shall be mounted in the boot space of the car behind the fire wall	
14.6	Fuel tanks must be mounted in a separate compartment to the competitor	
14.7	Fuel tanks must be securely mounted to the boot floor or the chassis of the vehicle with bolts and/or metal straps	
14.8	A fire wall must be constructed using 2 (two) mm thick aluminum or mild steel plating to separate the competitor from the fuel tank and fuel pumps as well as the filler and breather system	
14.9	The fuel lines must be visible and run above or under the floor	
14.10	The section of the fuel line running inside the vehicle past the competitor compartment must be of a steel material and may not have joints	

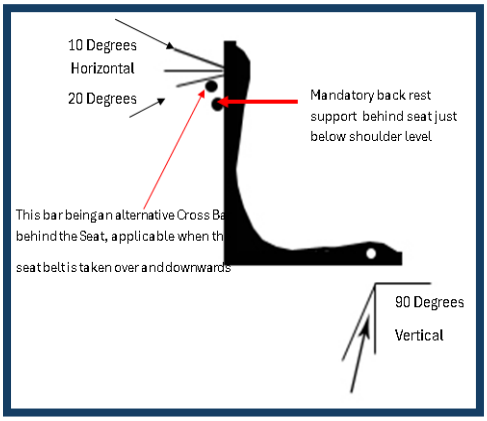
TC 15.	KILL SWITCHES
15.1	All vehicles shall have kill switches
15.2	Kill switches to be marked red
15.3	The fitment of the kill switch fitted shall be within the competitors reach and his sight when strapped in
15.4	External switch shall be situated outside of the vehicle in order for Officials to easily reach
15.5	If the internal kill switch cannot be reach by an official easily, it shall be mandatory for an additional external kill switch to be fitted
15.6	The effect of the Kill switch/es is to isolate the battery power from the rest of the vehicle and to shut the engine off with immediate effect
15.7	To break the ignition and electric fuel pump circuits
15.7.1	Simply said, it must cut all power and fuel simultaneously

TC 16.	MIRRORS
16.1	Permissible only in saloon classes
16.2	Only one mirror mounted inside of vehicle permitted
16.3	Exterior mirrors permitted;
16.4	Exterior to be fitted within the width of car
16.4.1	Maximum size of mirrors one hundred (100) mm x 200 (two hundred) mm
16.5	Flexi AMS/Lexus, mirror which are mounted to the side, may not protrude beyond the silhouette of the vehicle's width
TC 17.	**OIL SAFETY CONTROL**
17.1	Oil filters are either to be clamped or strapped
17.2	Sump, gearbox, axle's drain and filler plugs are to be drilled and wired
17.3	An oil catch tank, with a minimum capacity of 2 liters, capable of accepting surplus oil and fumes from the engine shall be fitted. The catch tank shall be connected to each breather outlet by means of a flexible pipe or similar conveyance, designed to feed the oil or fumes to the tank
17.4	Catch tanks are to be emptied between races
17.5	Oil catch tanks to be mounted inside the engine compartment or against the inside of the cockpit firewall in the vicinity of the passenger footwell
17.6	Remote oil filters are permitted if approved by official MSA Scrutineer and/or TC
TC 18.	**PROP SHAFT / DRIVE SHAFT / RUNNING GEAR PROTECTION**
18.1	General Prop shaft protection hoops
18.1.1	Drivers must be protected from open running prop shafts by two steel bands, with a minimum width of 50 (fifty) mm
18.1.2	These bands shall at least be 5 (five) mm thick and be bolted or welded to the chassis
18.1.3	These bands are to prevent a broken shaft from lifting and coming into the cockpit area
18.1.4	The one band shall be a maximum of 150 (one hundred and fifty) mm behind the front yoke measured from the front of the prop shaft
18.2	Prop shafts running below chassis
18.2.1	Vehicles shall have a collar/hoop that would prevent the front end of the running gear (prop shaft or torque tube) to lodge into the track should it break while the vehicle is in motion
18.2.2	The hoop should be approximately 25 (twenty-five) % along the distance of the shaft as measured from the front of the prop shaft
TC 19.	**RADIATOR SAFETY CONTROL**
19.1	Radiators applicable to all classes – a water catch tank with a minimum capacity of 1 (one) liter shall be fitted to the cooling system, exempted will be sealed water systems
19.2	Under no circumstances may a water catch container be replaced with a pipe allowing steam or water (overheating) being directed outwards
19.3	All joints that are not flared shall be double clamped, flared pipes may have one clamp only
19.4	All piping to and from the radiator, other than the joints and the overflow pipes shall be of steel
19.5	The pipes must be mounted securely between the firewall and the radiator and at a height not higher the sissy bar
19.6	All joints are to be enclosed by a rubber sock and all hoses are to be double clamped
19.7	Radiator must be mounted inside engine compartment only
TC 20.	**SAFETY NETS / PROTECTOR PLATE**
20.1	Safety Nets Mandatory on open Wheeler cars
20.2	Safety Nets are optional on all saloon vehicles
20.3	Fitment of safety net requirements
20.3.1	Saloon cars – to the driver side of the door
20.3.2	It shall cover the full window area from the rear of the driver's seat to the front of the seat
20.3.3	The net shall be mounted to the roll cage above the driver's head, with quick release clasps, which shall be fixed to the sissy bar, it follows that the net shall be released from the sissy bar
20.4	Protector Plates for open wheeled vehicles
20.4.1	It shall be mandatory for all open wheeled vehicles to have a protector plate to the right hand side enclosing the cockpit up to the height of the competitor's shoulder when seated and not to obscure the competitor's vision

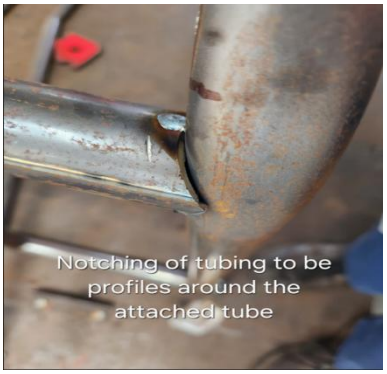
TC 21.	SAFETY ROLL CAGES
21.1	The safety cage, know as a roll cage is a structural framework designed to prevent serious bodyshell deformation and bodily harm in the case of collision or a car turning over;
21.2	It is compulsory for all vehicles to have a fully constructed roll cages
21.3	Great care has to be taken that roll cages are constructed in the fashion, that in an event of an accident, no metal piping could break off causing bodily harm. The roll cage must be designed so to protect the competitor
	Diagram of Roll Cage Refer to GCR 239
21.4	The example shall be a mandatory minimum requirement
21.5	The cross bar behind the driver seat (blue) shall be mounted flush directly behind the backrest of the seat in order to support the backrest. This cross bar shall be just below the shoulder of the driver when seated
21.6	Additional cross bars may be added to the cage
21.7	Where the roll cage has lost strength due to bends and corner welds, triangulated gussets bracing to reinforce the cage is mandatory
21.8	All welding points to be welded 100 (one hundred) % and the less accessible areas no less than 75%
21.9	Round tubing shall have a minimum outside diameter of 38 (thirty-eight) mm and a minimum wall thickness of 2 (two) mm
21.10	A maximum of two 8 (eight) mm OD inspection holes on the left hand and right-hand side of the cage shall be made for easy inspection
21.11	Where the driver's helmets could come into contact with the safety cage, a non-flammable padding should be provided for protection
21.12	Sissy bars shall be fitted in such a manner that the competitor's hips and knees are completely protected when he/she is strapped into the seat. The sissy bars should be constructed in such a manner that in an event of a T-bone incident the other vehicle would collide with the sissy bar;
TC 22.	**SEAT BELT**
22.1	Quick release seat belt and shoulder harness are mandatory
22.2	Seat belts must have a minimum of four points
22.3	No hand stitching or homemade alterations permitted to belts
22.4	Only seat belts as per GCR 239 are permitted
22.5	Safety belts and driver seats must be secured to the roll cage or frame (not to the floor pan);
22.6.1	Fitment of Seat Belts
22.6.2	The shoulder belt will exit through the backrest of the seat horizontally to the rear mounting point with a maximum of 10 (ten) degrees upwards and maximum of 20 (twenty) degree downward from the exit point
22.6.3	The lap belts will exit through the side hole fitment of the seat, and form a vertical line to the mounting points with a maximum of 30 (thirty) degrees rearward
22.6.4	The crotch belt application – it shall exit though the seat downward vertical viewed from the side with a maximum of 20 (twenty) degree rearward towards the mounting points
22.6.5	If the fitment of the shoulder belt cannot fit as above, the fitment of the shoulder belt may be taken down to the chassis or bottom crossbar on the roll cage , but must be supported with a top crossbar behind the back rest of the seat at the same height of the seat belt exit holes in order for the crossbar to function as a support for the belt going down in order for the bar to take the downward pressure of the shoulder belt and not the seat back rest
22.6.6	Existing vehicles that have seat belts and seats mounted to the floor pan have to be supported by 50 (fifty) mm x 50 (fifty) mm x 2 (two) mm washers or 75 (seventy-five) mm x 2 (two) mm in diameter tear plate
22.6.7	See drawing for belt installation
22.6.8	The installation of the cross bar as per TC 22.7 it shall be mandatory for this fitment



TC 23.	SEATS & SEAT FITMENT
23.1	**Race seat min specifications for the purpose of oval track racing:** A Race seat shall have holes where seat belts can go through, one on each side of the seat for lap belts and two on the back rest at shoulder height for the belts to exit to its mounting points
23.2	It is recommended to fit a FIA approved seat.
23.3	Only bucket race seats permitted, no adjustable back rest reclining road car or race styled seats will be permitted
23.4	No bare fibre glass seats may be used
23.5	Seats are to be mounted with a support bar across the back with tear plates of 100 (one hundred) mm x 100 (one hundred) mm, behind the backrest of the seat, just below shoulder height
23.6	Aluminum seats permitted
23.7	Aluminum seat wall thickness – minimum of 2.5 (two point five) mm
23.8	Steel seats permitted
23.9	Steel seats wall thickness, minimum of 2.0 (two) mm
23.10	Steel framed seats permitted
23.11	Vehicles that have cracked and broken seats shall automatically be excluded from the event, without any further negotiations



TC 24.	SPACE FRAME / PURPOSE BUILT / SEMI-SPACE FRAMED VEHICLES
24.1	**Space Frame Vehicle definition**
24.1.1	A space frame vehicle is a tubular frame constructed of square or round tubing to form the chassis and roll cage as a unit and has a detachable body shell. The body must be detachable
24.2	**SPACE FRAME CHASSIS**
24.2.1	Main structure of chassis must be constructed from a minimum of 38 (thirty-eight) mm OD mild steel tubing with a minimum wall thickness of 2 (two) mm
24.2.2	Use of exotic tubing (including chomoly and T45) to be specified by specific class rules
24.2.**3**	The main structure is the following. Front 4 (four) chassis rails Front rails carrying fenders and shock mounts Support tubing linking the chassis rails Front firewall A, B and C pillars of the roll cage. Overhead cross brace in roll cage External floor structure Internal floor structure directly below gearbox Double sissy bars on both sides. Rear chassis rails x 2 (two) Tubing supporting rear chassis rails Tubing supporting C pillars which carry the shoulder section of the seat belts.



24.3	Sissy Bars - Sissy bars to be two horizontal tubes excluding the floor tubing.
24.3.1	Upper bar to be at least 100 (one hundred) mm higher than the top of the drivers lap.
24.3.2	Balance of bars to be equally spaced down to the floor.
24.3.3	Sissy bars to be linked to each other and the external floor tube by at least 4 (four) down pipes on each side.
24.3.4	Secondary brace tubing may not be less than 25 (twenty-five) x2 (two) mm mild steel.
24.3.5	SSP will establish a Chassis Constructors Panel using Chassis Builders. This Panel will set out standards for workmanship and regular inspections. This Panel does not prevent Competitors manufacturing their own Chassis. However, such chassis must be subject to a quality inspection to confirm conformity. SSP reserve the right to randomly drill 3mm inspection holes in the chassis to check conformity to dimensions
24.4	**Purpose built and Space framed vehicles**
24.4.1	Competitor entry and exit into the driver cockpit
24.4.2	It shall be mandatory for all competitors to gain access through the “driver door” side
24.4.3	Should the height of the door impair access it shall not be cut away but shall have a hinge arrangement whereby it folds, at or near the top sissy bar.
24.4.4	Doors may be made fully removable, provided they are securely fitted during races. The securing pins shall be removable from the outside
24.5	Floor must be manufactured using a minimum of 1.6 (one point six) mm to 2 (two) mm mild steel plating or 1.5 (one point five) mm to 2 (two) mm aluminum plating only
24.5.1	Where an aluminum floor is in use the seat must be attached to mild steel brackets attached to the chassis.
TC 25.	**TOW HOOKS**
25.1	All vehicles are to install tow hooks to the front and back of the vehicle
25.2	These may not protrude beyond the bumpers of the vehicle
25.3	It should be clearly marked in red, yellow or orange for tow-vehicle crew to tow the vehicle with the least delay
TC 26.	**WEIGHTS / BALLASTS**
26.1	Vehicles which require to increase vehicle weights shall do so by fitting ballasts
26.2	Only lead and steel may be used.
26.3	Ballast may only be secured to chassis, floor or firewall.
26.3.1	Ballast may not be attached to the body, diff, suspension or inside the skirts irrespective of the steel structure to support this.
26.3.2	No ballast may be positioned ahead of the front axle or behind the rear axle
26.4	Ballast is to be identified by painting it yellow.
26.5	Ballast to be secured with a minimum of 1 (one) x 10 (ten) mm bolt (8.8 strength) with a nylock nut and 2 two) x oversized heavy duty washers (minimum 30 (thirty) mm OD with a minimum 2.5 (two point five) mm thickness), for every 5 (five) kg contained. i.e 7 (seven) kg ballast to be secured by 2 (two) bolts.
26.6	Any vehicle losing its ballast during a race, regardless of the circumstances, will be excluded from the race/heat on the grounds of safety.
26.7	Filling of chassis tubes with ballast is not permitted.
26.8	A vehicle may be weighed at any time during an event and remains the responsibility of the competitor to ensure the vehicle in which he/she is competing complies to the class weight regulation
	  
TC 27.	**WELDING**
27.1	All joints and seams in the construction of the vehicle are to be properly mitered and shall be welded
27.2	All visible welding shall be 100 (one hundred)%

TC 28.	WHEELS AND TYRES
28.1	No double wheels permitted. No plastic rims are permitted
28.2	Tyres and/or wheel rims may not protrude beyond the wheel arches or bodywork in saloon classes
28.3	Tyre identification: At no time while a tyre is being used may the tyre manufacturer's original extruded side wall markings, indicating manufacturer's details, size, profile, country of origin, ratings, serial numbers and batch codes be removed or altered
28.4	All wheel studs, nuts and bolts are to be fitted and in place. Only open-ended nuts **MUST** be used
28.5	In all instances the stud has to protrude through the nut
28.6	Wheel bolts eg., like most German vehicles, the bolt has to fastened at least by the diameter of the bolt in depth and have a minimum of two (2) wheel studs per hub
28.7	One beadlock will be permitted on one tyre/wheel only
TC 29.	**WHEEL AND BODY PROTECTOR**
29.1	Wheel and body sill protectors may be fitted between the front and the rear wheels, at sill height to all saloon vehicle classes
29.2	The wheel and body protector must be straight and only curve inwards at each end once mounted
29.3	The material used shall not exceed 2 (two) mm in thickness preferably 38 (thirty-eight) mm round tubing, the protector may not protrude more than 60 (sixty) mm beyond the wheel and must be flush with the bodywork
29.4	No sharp edges or open round piping is permitted, as these must be rounded back to the chassis or mounting points
29.5	**FENDER FLAIRS /SPADS**
29.5.1	The use of fender flairs is permitted; Fenders may not be widened beyond the standard factory dimensions
29.5.2	Fender flairs constructed from fiber glass with a maximum thickness of 3 (three) mm, may not have any additional steel reinforcements
29.5.3	Fender flairs constructed from sheet metal may not exceed a thickness of 1.2 (one point two) mm, They may not have any sharp edges and must be shaped to fit according to the fenders shape
TC 30.	**WINDSCREENS AND GLASS WINDOWS**
30.1 30.2	All lights and window glass must be removed from the vehicle, only the rear side windows may be replaced with clear lexan or polycarbonate; Perspex is not permitted
30.3	Side Windows may not be covered with decals/vinyl or paint on more than 50 (fifty) % of the window per side;
30.4	Lexan or polycarbonate windscreens with a minimum of 4 (four) mm are permitted.
TC 31.	**WINGS**
31.1	Wings are optional and permissible in all classes except the, Junior and 1600 Stock Rod Class; Refer to the individual class regulations regarding rear wings
31.2	The Rear Wing may not protrude beyond the side of the vehicle.
31.3	Wing end plates may not exceed 500 (five hundred) mm x 500 (five hundred) mm in size. They may be offset
31.4	Vehicles are restricted to one rear wing only;
31.4.1	Two tier wings are permitted provided they are contained within the prescribed wing endplates The highest part of the rear wing may not protrude more then 300 (three hundred) mm above the highest part of the original roof of the car, when the vehicle is on level ground (wing endplates are excluded);
31.5	The Wing may not protrude more then 200 (two hundred) mm behind the rear bumper, when the rear bumper is mounted correctly (the wing endplates are excluded). Where rear bumpers are mounted further back to exploit the rearward positioning rule, the Officials will deduct the measurement of the offset difference of the misaligned bumper by comparing it to vehicles where the bumper is mounted correctly.

CLASS RULES

NM 1. NINJA MIDGETS (NM)

1.1	Competitor age: from the age of 5 (five) years For Girls, till the end of the year in which she turns 14 (fourteen) years old. For Boys, till the end of the year in which he turns 13 (thirteen) years old. (as of **2027** determination age is the end of the year in which they have turned 12)
1.2	Engines: 4 STROKE HOFFMAN 6.5HP
1.3	Engines can only be bought from the Race Shop - Mahem Raceway and must be double-sealed (engine builder- Roelf Coetzee and the Race Shop) Each engine must have a number and will come with a dyno sheet, if engines are transferred/sold, the change of ownership must be registered at The Race Shop
1.4	The Minimum Weight is 125kg irrespective of the competitor's age. The weight is car and driver combined.
1.5	Only modifications specifically stated shall be allowed, and what is not written is not permissible. Refer to MSA GCR 226

NM 2. 4 STROKE ENGINE- MANDATORY REQUIREMENTS

2.1	Each engine including the carburetor must be sealed by Roelf Coetzee and The Race Shop with two (2) seals
2.2	Failure to comply with the above regulation will result in the competitor being refused entry and/or excluded from the event.
2.3	Random engine checks – following/during an event, the engine may be impounded, sealed, and checked by Scrutineer and/or TC
2.4	SSP in consultation with the CoC, reserves the right to impound a competitor's engine and give a competitors another engine to race, prior to and/or during the event.

NM 3. ELIGIBILITY OF VEHICLE

3.1	Length and width references of the chassis; Refer to diagram
3.2	Only MSA homologated approved 950 (nine hundred and fifty) mm kart chassis are permitted.
3.3	Chassis modifications are prohibited except for fitting a 4-stroke engine. All parts must match original equipment from accredited Karting dealers, except for the aluminum hubs, axles, wheels, sprockets, carriers, seats, bearings of the same type, steering wheels, and bumpers.
3.4	The axle shaft must not exceed 32 (thirty-two) mm in diameter, and be manufactured from magnetic material and may not exceed 1 (one) meter in length
3.5	The rear axle bearing carriers may be slotted to facilitate axle alignment.
3.6	The installation of non-standard additional seat stay supports is permitted.

NM 4. SAFETY AND GENERAL

4.1	Seat Belts must be a minimum of 4 (four) points and mounted individually on the Chassis with no loose ends close to the chassis. Seat belts are not to be mounted to the seat. Seat Belts must be mounted in a way with an offset to the chassis to prohibit the belts from touching the surface while racing.

4.1.1	
4.2	All Competitors must:
4.2.1	Must wear/use Neck Braces (Donut type and other)
4.2.2	Must wear/use Karting Overhauls/ Race Suits made from nonflammable material (nomax), Nylon suits are **NOT** permitted. Racing Shoes or closed sneakers must be worn. Shoelaces to be secured in shoe or taped down
4.2.3	Only full-face helmets are permitted. All helmets will be in a good condition, the only helmet that will be approved has to bear the SABS, Snell, ECE, TUV, DOT and of a higher standard and a type that is suitable for highway usage
4.2.4	No pushing up of sleeves is allowed whilst racing
4.2.5	Fire Retardant racing gloves are compulsory. Open Finger type gloves are not permitted

NM 5. NUMBERS

5.1	Must be on the outside of both wing endplates and must measure 300 (three hundred) mm in height using a bold number in black on a white background (or a white number on a black background) with no shading or 3D effect
5.2	Number dimensions, designs and sizes on the bib, tail cone and side plates are free.

NM 6. ROLL CAGE AND BODY KIT

6.1	The roll cage must be made from a minimum of 19 (nineteen) OD x thickness of 2 (two) mm tubular mild steel with corner gussets.
6.2	Body kit must consist of the following:
6.3	1 (one) x PVC original karting nose cone – please note that the "long track" nose cone is permitted. Nose cone must remain as per manufacturers spec. A skid plate manufactured from plastic with a rounded leading edge may be fitted below this nose cone and may not protrude forward more than 50 (fifty) mm when measured from the nose cone at any point.
6.4	1 (one) x rear tail cone as per sprint car design (large old type and new small type up to 2024). This cone may only be modified to accommodate the exhaust exit and mounting points and may have no additional open holes. Grid type structures to fill the holes are not permitted. Two x side bumper / side pods may be fiber glass.
6.5	1 (one) x front bib as per SDB design. This bib may be cut to accommodate the steering wheel allowing sufficient clearance for the competitors hands. No other open holes are permitted. Grid type structures to fill the holes are not permitted – see example on last page.
6.6	Cockpit side panels are Compulsory and may be manufactured from Aluminum, Fibre glass and ABS Plastic only. These panels must be fixed to the roll cage by means of T30 cable ties or quick remove clips provided the clip base is attached to the roll cage using purpose applied tags and not by drilling into and thereby weakening the roll cage. These cockpit sides must allow for peripheral vision level to the rear point of the helmet visor of the competitor seated in the cockpit in normal race conditions
6.7	Window Nets to be fitted, to both open sides of the cockpit. Net to be secured using T30 cable ties that can be ripped off in case of an accident.
6.8	Clearance of at least 75 (seventy-five) mm between the top of the child's helmet and the top of the roll cage (not the wing) in the normal sitting position is required.
6.9	Competitors will be excluded immediately should any body part/engine part become partially detached or fall off completely without a discussion to determine the merits of such.

NM 7. WINGS

7.1	Wings are required and must not be adjustable. Wing size must be between 550 (five hundred and fifty) mm to 650 (six hundred and fifty) mm wide and 520 (five hundred and twenty) to 620 (six hundred and twenty) mm long.
7.2	Maximum wing endplate sizes are 470 (four hundred and seventy) mm high x 650 (six hundred and fifty) mm long.
7.3	Minimum wing endplate sizes must be 320 (three hundred and twenty) mm high x 550 (five hundred and fifty) mm long.
7.4	Wing and end plate designs within these parameters are free.
7.5	Staggered height end plates are permitted.

NM 8. BRAKES

8.1	Only original kart back brakes permitted.
8.2	Only original kart hydraulic or mechanical brake systems are permitted.
8.3	The braking system must be effective and operated by foot pedal mechanically on both wheels simultaneously

NM 9. STEERING

9.1	The Steering must be Controlled by a steering wheel that must have a completely closed circular shape
9.2	All parts of the steering must have a method of attachments offering maximum safety (split pins) Self-locking nuts or bolts.

NM 10. ENGINE AND TRANSMISSONS

10.1	 
10.2	Only a Hofman 6.5 HP engine is permitted. Maximum HP 9.8HP. Maximum torque 22 (twenty-two) NM
10.3	All replacement parts to be supplied by Hofman, The Race Shop or Roelf Coetzee
10.4	**Engine modifications**
10.5	No material may be removed from any part of the motor unless specified.
10.6	Only Roelf Coetzee may remove the Limiter / Govender
10.7	It is recommended that the Limiter is removed, as it introduces additional oil in the casing
10.8	The Flywheel key may not be modified. The Flywheel timing may not be advanced
10.9	Oil Plug and dip stick must be strapped.
10.10	Only Valve clearances may be adjusted
10.11	The balancing of the crankshaft is not permitted
10.12	Valve springs are to remain standard
10.13	Only original NGK BP6ES spark plugs are permitted.
10.14	The washer may **NOT** be removed from the spark plug.

NM 11. CARBURETTOR

11.1	Only Hofman carburetor as supplied with the 196cc motor may be used.
11.2	No modifications whatsoever to the carburetor are be allowed.
11.3	Main jets of 74 or 76 may be used. Only the standard idling jet of 35 may be used.
11.4	The removal of choke is not permitted.
11.5	  

NM 12. EXHAUST, AIRFILTER, AIRBOX, CLUTCH AND GEARING

12.1	**EXHAUST** Only standard original manufactured exhaust systems bay be used.
12.2	**AIRFILTER AND AIRBOX** Only original air filter, and assembly may be used as per standard engine
12.3	**CLUTCH** Only an approved Centrifugal clutch supplied by The Race Shop may be used.
12.4	**GEARING** Only 218 pitch chains with a 21 (twenty-one) tooth front sprocket are allowed. Only 71 (seventy-one) tooth rear sprocket is allowed

NM 13 SEAT

13.1	The seat must be rigidly located on the chassis; it must be so designed that the driver is securely located to resist movement when cornering or braking
13.2	The Seat must be modified to support drivers Head.
13.3	No low back rest, Kart style seats permitted.

NM 14. CHAIN GUARD

14.1	A chain guard is compulsory and must efficiently cover the engine sprocket and axle sprocket down a line at least level with the centre of both front and rear sprocket. Can be purchased from The Race Shop or made from steel with a minimum thickness of 1.6 (one point six) mm for the top part that covers the chain

NM 15. PEDALS

15.1	The pedals may not protrude forward of the front bumper

NM 16. FUEL AND OIL

16.1	Only pump fuel up to 95 octane (RON) is permissible as per GCR 240
16.2	No octane boosters are allowed.
16.3	Any Engine oil is permit, the recommended oil to use is Shell 5W/40

NM 17. TYRES

17.1	Make – open; Rims: Kart rims, no plastic rims allowed;
17.2	Only front 115 (one hundred and fifteen) mm(and rear 130 (one hundred and thirty) mm to 140 (one hundred and forty)mm standard aluminum or magnesium rims are permissible
17.3	Tyre Size: Front – 10 x 4.00, 4.50 or 5.00. Rear – 11 x 5.00
17.4	Ninja wet weather tyres are permitted if racing in rain or wet track;
17.5	This may only happen when the Clerk of the Course declares a wet race;
17.6	A 15 (fifteen) minute time frame for this procedure will be given;
17.7	Races will continue with Competitors who comply with wet tyres provided the circuit does not have puddles of standing water that could cause aquaplaning;

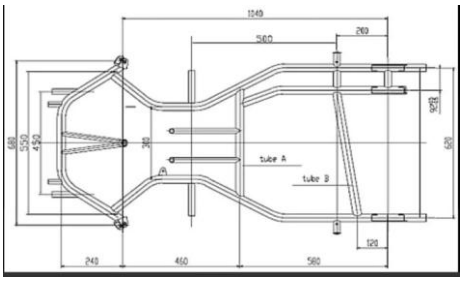
NM 18 TITANIUM

18.1	The use of titanium for any parts of a kart is forbidden

NM 19. ADDITIONAL RULES

19.1	No persons will be permitted on the infield at all events
19.2	Any modifications not mentioned is not allowed
19.3	All drivers must tie up their hair that may not protrude more than (ten) 10 cm out the back of the helmet

NM 20. MAXIMUM CHASSIS SIZES



NM 21. BIBS

JPSS 1 JUNIOR STOCKROD, PINK RODS, STOCKRODS JPSS

1.1	The Junior Stock Rod, Pink Rods and Stockrods classes are for an entry-level competitor and includes standard sedans or coupes, with either 2 (two) or 4 (four) doors, as well as LDVs originally equipped with engines of 1600cc or less. Both front-wheel and rear-wheel drive vehicles are allowed. All spare parts fitted to the car must be unaltered and originate from road-going vehicles. Participating cars must remain in standard form, utilizing 8 (eight) valve piston engines and gearboxes produced by the same manufacturer
1.2	Minimum age for participation in **Junior Stockrods** - 9 years old. Maximum age for participation in this class is 15 years old. No dispensation will be granted. A Junior who races in Stockrods cannot return to Junior Stocks.
1.3	Minimum age - **Pink Rods** – competitors must be 12 (twelve) years of age to participate
1.4	Minimum age – **Stockrods -** competitors must be 12 (twelve) years of age to participate
1.5	Only modifications specifically stated shall be allowed, anything not stated in these rules are not permitted. Refer to GCR 226

JPSS 2. CAR CONSTRUCTION

2.1	Only Road going vehicles are permitted
2.2	Space Frame and Semi Space frame Vehicles are not permitted.
2.3	Chassis and Sub Frame must exist in its entirety
2.4	Repaired Chassis may only be done with materials not exceeding 1 (one) mm in thickness
2.5	The Silhouette is to remain unaltered. Wheelbase must remain standard No wheel spacers permitted
2.6	Sunroof openings are to be closed. The Bonnet may not be cut to accommodate air cleaners
2.7	The Spare wheel "well" may be removed and closed off with sheeting not thicker than 2 (two) mm
2.8	Firewall may be cut to accommodate the Carburetor and Exhaust system **and the Distributor** only
2.9	The Front grill plate may be reinforced by plating no thicker than 1 (one) mm; A tubular brace, not exceeding 38 (thirty-eight) x 2 (two) mm, may run from the forward face of the strut tower towards a point behind the front grill plate, then pass between the upper section of the radiator and the said grill plate before returning to the remaining strut tower. It may be attached to the grill plate by means of welding or with purpose-built brackets. This pipe **MAY NOT** be placed in front of this grill plate.
2.10	All interior trims must be removed. Inner door panels may be removed
2.11	The rear of car may be closed with plating to create a separate compartment for the fuel tank;
2.12	The use of fiberglass panels for doors, fenders, bonnet, boot and bumpers is permitted
2.13	Wheel arch spads are permitted. The overall width of the spad, including the original manufacturers spad may not exceed 90 (ninety) mm wider than the widest point of the front door of the vehicle's
2.14	Skirts are allowed, but they cannot extend wider than the widest part of the wheel spat. At the front and rear, the skirts must either connect smoothly to the spat or taper gradually toward the original skirt line. They must not form any sharp or hazardous points The Material may not exceed 2 (two) mm thick. Round tubular skirts are permitted provided they do not exceed a width of the spad, are made from a material not exceeding 38 (thirty-eight) x2 (two)mm and are rounded off towards the body at the back and front of the structure and are supported at only two points additional point.
2.15	All 4 (four) wheels of vehicle must fit within the body of the vehicle which determines the maximum dimensions
2.16	Fiberglass body repairs are permitted. Door inner and frames may be removed
2.17	The Top of wheels may not protrude beyond the spades when viewed from above
2.18	Only original bumpers and original bumper stiffeners are permitted. Bumpers may be removed
2.19	The engines must be mounted in original position
2.20	The Fuel Tanks must be covered if they are not placed behind "boot plate"
2.21	The Boot lid must be fitted
2.22	Modifications that are unclear must be made in writing with respective Technical Consultants. Such modifications are only permitted once this has been discussed with the Chairman of the Technical.

	Consultants who will instruct **SSP** to issue a written directive. Until this directive is published the Modifications are not permitted.

JPSS 3. ROLL CAGE AND FRAME

3.1	Roll cage refer to Technical Regulations
3.2	A Full roll cage must be fitted, may support rear of front strut tower, but not extend further than rear strut tower
3.3	**Internal bracing in boot system is free provided tubing is contained within the bodywork and may be attached to the roll cage. Any exposed tubing, including rear bumper is not permitted.** Strut braces are permitted between lower control arms and between strut towers

JPSS 4 BRAKES

4.1	Brakes must remain standard. Ventilated discs are only allowed if factory fitted originally
4.2	No modified pedal boxes are permitted. No ABS brakes are permitted
4.3	No rear disk brakes to be fitted unless they were standard for that model
4.4	Cars with brake drums in front may be changed with a later model disc brake from the same manufacturer
4.5	Brake boosters are free

JPSS 5 DIMENSIONS AND WEIGHTS

5.1	The Minimum weight of a stock rod will be 800 (eight hundred) kg including the driver.
5.2	All dimensions and specifications must be according to the manufacturer's specifications as recorded by the Auto Date Digest unless there is proof of any error in the Auto Data Digest that must be proven by the competitor.

JPSS 6. ENGINE

6.1	Engines may not exceed 1660 cc after reboring to maximum Manufacturer specification Additional Restrictions VW Engines – restricted to AFX Specification Engines (Bore, Stroke, Plenum, Injectors to be within AFX Specification).
6.2	The engine must match the vehicle type i.e. **Nissan engine in a Nissan body**
6.3	Bore and Stroke must be as per the manufacture's original specification with the exception that, the bore may be increased to the maximum of 060' (60 thou) oversize.
6.4	Flywheels from other models of the same Manufacturer may be utilized.
6.5	Cylinder heads may only be used in combination with the block as per original Manufacturers spec. Nissan 1200 Cylinder heads may be utilized in Nissan powered vehicles
6.6	Fuel Injection heads are permitted, and an injector blanking plate mounted between the head and inlet manifold, with a common bolt pattern, is permitted.
6.7	Head Gaskets restricted to commercially available and must remain standard.
6.8	Pistons in 1400/1500 cc Nissan engines may be changed provided the replacement piston is from a road going vehicle, does not exceed maximum cc and remains standard apart from being balanced.
6.8.1	**Mazda B6/1600 EGI Engine – The inlet valve pocket of the aftermarket replacement pistons may be machined to a maximum diameter of 39.1 mm to match the original piston. The depth of the original valve pocket MAY NOT be altered.**
6.9	Carburetion can be altered to a maximum of 38 (thirty-eight) DCD Standard Weber Carburetor. Jetting and linkages are free.
6.10	Original factory fitted SU carburetors are permitted on the Nissan 1400/1500 engines
6.11	The Toyota Corolla RWD may utilize the twin side draught factory fitted 40 (forty) Dellorto Carburetors
6.12 6.12.1	Electronic Fuel Injection (EFI) is permitted and restricted **ONLY** to Dicktator, Spitronics and Power Mods systems with the following applicable conditions. Original factory control units may be fitted with an aftermarket chip

	These systems may not be programable from within the cockpit
6.13	The standard factory fitted plenum and throttle body may be utilised only
6.14	VW Golfs may only use the 1600 plenum with the 56 (fifty-six) mm standard throttle body.
6.15	Standard injectors as per factory specification must be used
6.16	Fuel rails are free. Fuel pressure regulator is free
6.17	The Air cleaner is free of restriction.
6.18	Fuel injection pumps are free of restriction
6.19	Camshafts are free of restriction
6.20	Cylinder heads may be fettled to allow for lobe clearance
6.21	Vernier camshaft pulleys are permitted
6.22	Cam keyways may be slotted. Alternator pulleys are free
6.23	Intake manifolds are to remain standard and original casting marks to remain.
6.24	No aftermarket manifolds are permitted.
6.25	An adapter plate between carburetor and intake manifold is permitted. The design on this adaptor plate if free, however the adaptor plate may not exceed 40 (forty) mm in thickness
6.24	Intake and exhaust ports on cylinder head are to remain standard
6.25	No port matching is permitted. Air intake ducting to air cleaner is permitted
6.26	All air cleaner ducting to position the air cleaner directly behind a headlight aperture is permitted. All head light apertures must be closed off with suitable material. Any vehicle with a headlight aperture cover that becomes detached will be excluded from the race/ heat in which he/she was participating
6.27 6.27.1	Electric water pumps are not permitted. Flex plates are not permitted
6.28 6.28.1	Flywheels must remain standard. Balancing of engines parts is permitted
6.29 9.29.1	Crankshafts must remain standard. Valves must remain standard
6.30 6.30.1 6.30.2	Three angle valve seats are permitted. Valve springs are free. Valve guides must remain standard
6.31 6.31.1	The Oil Sump may be modified to prevent oil surge. Baffle Plates and trapdoors may be incorporated into the design
6.32 6.32.1	The oil pick-up may be redirected. Windage trays are permitted

JPSS 7. EXHAUSTS

7.1	Branches are permitted
7.2	Effective silencers are compulsory and subject to MSA and the specific venue noise level requirments

JPSS 8. FUEL

8.1	Only 95 octane (RON) pump fuel is permitted with no ethanol content or additives of any sort Refer to MSA GCR 240
8.2	Control Fuel may be supplied from a Fuel Station as stipulated in the event SR's or via a bulletin issued by the CoC.

JPSS 9. STEERING AND SUSPENSION

9.1	Only commercially available steering racks and pinions or steering boxes are allowed, but to remain standard to the vehicle, without modifications
9.2	No quick ratio versions are allowed

9.3	Suspension can be altered, but only to the left front wheel (either to the top or bottom mountings, but **NOT** both) but may not be adjustable. Not sure how one will modify a suspension mount and thereafter it is not adjustable.
9.4	The slot where the front shocks are attached to the upright may be welded
9.5	Mounting points on shock absorbers may not be modified.
9.6	Only Gabriel, Armstrong, Monroe, KYB, Femo and Titan shock absorbers are allowed if the original Shock absorbers are replaced.
9.7	Shocks may not be adjustable
9.8	The Rear suspension must remain standard but can be lowered by heating or cutting of the springs
9.9	LDV's and rear wheel drive vehicles can make modifications on the rear springs
9.10	Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle
9.11	Competition Springs and Lowering kits are **NOT** permitted
9.12	On the drivers side a 125 (one hundred and twenty-five) mm block must pass under the skirt, excluding the lip edge, from end to end, with the Competitor seated in the vehicle
9.13	Camber is free provided the wheel sits within the Spat.
9.14	Camber the right front corner/wheel not exceeding 1.5 (one point five) degrees positive or negative
9.15	Additional restrictions - front wheel drive vehicles
9.16	Camber on the rear wheels not to exceed 1.5 degrees positive or negative
9.17	Rear Wheel Toe alignment may not exceed 2 (two) mm when measured with a tracking bar at a position along the front and rear of the outer edge of the rims on the axle in race conditions.
9.18	Droop on rear shock absorbers must not be less than 50 (fifty) mm when the vehicle is jacked up under the "A" pillar
9.19	Use of Polyurethane bushes as replacement for original suspension bushes is permitted.

JPSS 10. TRANSMISSION

10.1	Only standard gearboxes as fitted in the factory is allowed
10.2	On front wheel drive vehicles, the gearbox of the same make and brand can be interchanged to accommodate ratio problems e.g. A VW Golf gearbox can be fitted to a VW POLO
10.3	On rear-wheel-drive vehicles, the gearbox can be interchanged if the bolt on pattern is the same
10.4	When making use of a front wheel drive engine on a rear-wheel-drive Ford to Ford, Nissan to Nissan etc. (An adapter plate may be used but original gearbox shall remain)
10.5	Diffs may be locked. Limited Slip Diffs and variations thereof are not permitted

JPSS 11. WHEELS AND TYRES AND WINGS

11.1	Restricted to the following types of tyres - Dunlop FM800A 195/15 82V - Continental Premium Contact 5 195/15 82V - Apollo Alnac 205/13 87H
11.2	Tyre profiles are free
11.3	Specific championship regulations may place restrictions on tyre allocations.
11.4	Competitors may not use more than 6 (six) tyres an event.
11.5	Wings are not permitted

TT 1 TIN TOP 1660 CLASS

1.1	Age restriction: Competitors may compete in this class from 12 (twelve) years of age.

TT 2 ELIGIBILITY OF VEHICLE AND BODIES

2.1	Any saloon, GT, Coupe or LDV type vehicle may be utilized provided that - Original steel roof, roof pillars and bulkhead is retained. - Front strut towers may be altered and replaced with tubing. - Original steel Floor is retained. - The bulkhead and floor may be modified to accommodate the gearbox. - Front suspension components must match those from the vehicle utilized. - Rear suspension may be modified to a 4 (four) or 5 (five) Link system
2.2	Front and rear wheel drive vehicles are permitted.
2.3	Bodywork must be centrally placed on the chassis and may not be offset.

TT 3 GENERAL RACING MODIFICATIONS

	The following listed modifications are free of restriction
3.1	Flywheels, Pressure Plate Clutches
3.2	Pulley sizes and types including adjustable Vernier pulleys
3.3	Pistons and piston rings with exception of forged pistons which are **not** permitted
3.4	Connecting rods from various models of road going cars. Crankshafts from various models of road going cars
3.5	Compression ratios. Bore and stroke
3.6	Valve and tappet covers are free on the condition that the cover does not form part of the valve train.
3.7	Sumps. Fuel pumps. Fuel pressure regulators. Camshafts
3.8	Dellorto and Weber carburetors parts may be interchanged
	The following listed modifications are not permitted
3.9	The method of camshaft drive may not change. Dry sump systems. Use of flex plates

TT 4 IGNITION/ENGINE MANAGEMENT

4.1	Any Standard distributor may be used.
4.2	A Standard electronic ignition may be fitted
4.3	Electronic Fuel Injection (EFI) Management systems are restricted to Dicktator, Spitronics, Power Mods only
4.4	No adjustments from inside the cockpit are permitted on EFI systems.
4.5	Any aftermarket Spark Booster may be fitted to engines using carburetors and distributor type ignitions
4.6	The following items are permitted:
4.7	Electronic Water Pumps ARE permitted. Roller rockers ARE permitted

TT 5 BRAKES

5.1	Restricted to 4 Pot,2 Pot and single pot brake calipers from road going vehicles only. (This Excludes the use of Calipers from sports type vehicles)

5.2	Master cylinders are free.
5.3	Aftermarket pedal boxes may be used.

TT 6 DIMENSION AND WEIGHTS

6.1	Weight of the car including competitor shall be a minimum of 800 (eight hundred) kg ~~weighed~~ at all times during a event.
6.2	Wheelbase of the vehicle must be within 50 (fifty) mm of the original manufacturers prescribed specifications.
6.3	All four (4) wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
6.4	Maximum width of the vehicle is 2000 (two thousand) mm.

TT 7 ENGINE

7.1	Donor Engines are free, provided they are commercially available and do not have sport type applications
7.2	Engine displacement may not exceed 1660cc. Only 3 (three) or 4 (four) cylinder 4 (four) stroke engines are permitted
7.3	Engines are restricted to cylinder heads with 2 (two) valves per cylinder. Turbo or super charging is not permitted

TT 8 FUEL INJECTION

8.1	Fuel injection systems (FIS) are permitted
8.2	Injectors are free but limited to one injector per cylinder only
8.3	Single throttle body on Plenum system may not exceed 70 (seventy) mm
8.4	The Plenum design is free. Individual throttle bodies (4) are permitted and may not exceed 43 (forty-three) mm in size
8.5	Side Draft Carburetors may be modified to be a throttle body but may not exceed 40 (forty) mm
8.6	Fuel rails are free of restriction

TT 9 SIDE DRAUGHTS

9.1	Side Draught carburetors restricted to 40 (forty) mm
9.2	Choke tubes sizes are free of restriction
9.3	All modifications to the carburetor and jets are permitted provided the carburetor does not measure more than 40 (forty) mm at the throat and butterflies.
9.4	Slide Type Throttles are **NOT** permitted.
9.5	Ram air systems from positioning of ducting and air filter systems is permitted
9.6	Fasteners on engines free of restriction
9.7	Remote oil filter housings and aftermarket oil filters are permitted. Oil coolers are permitted.

TT 10 ENGINE POSITION

10.1	Engine positioning: - Rear wheel drive and Belly Plate
10.2	The engine may only be moved backwards as far as the original bulkhead

TT 11 BELLY PLATE

11.1	A steel or aluminum belly plate 'box' must be installed between the chassis rails to cover the area under the engine and gearbox
11.2	This belly plate must be secured using rivets or bolts. Cable ties and Tek screws are not permitted. It must be effective in containing any fluid that may drip out of the engine and gearbox

TT 12 EXHAUST

12.1	All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
12.2	Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450 (four hundred and fifty) mm and be level or downward facing, measured from the top of the pipe to the ground.
12.3	Branches are permitted.

TT 13 FUEL

13.1	Only methanol fuel without enhancements may be used. M5 Methanol is specifically **excluded**
13.2	Lubrication additives for Methanol are restricted to: Silkolene Castorene R40S Liquid Power Methanol Lubrication
13.3	Top Lube Alcohol Fuels Lubrication and Castor oil.
13.4	It is highly recommended that Methanol using vehicles do have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting extinguishers, preventing the dislodging in an event of impact.

TT 14 STEERING AND SUSPENSION

14.1	Only commercially available steering racks and steering boxes or quick ratio versions thereof as fitted to vehicles.
14.2	Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item TT 2.1. above or locally fabricated components
14.3	Adjustable Spring platforms may be fitted.
14.4	Competition springs are permitted. The use of rose type joints is permitted.
14.5	Only South African made Gabriel, Armstrong, Monroe, KYB, Femo and Titan shock absorbers may be used.
14.5.1	Jom coil over set (red line, blue line and yellow line is permitted in standard form only. No damping adjustments permitted
14.6	The total permitted number of shocks limit is 4 (four), with one per corner.
14.7	No remote shock absorber reservoirs may be used
14.8	Power steering is permitted. Front Suspension components must be those of the vehicle utilized.
14.9	Rear suspension may be modified to a link type system

TT 15 TRANSMISSION

15.1	Only local differentials and gearboxes are permitted. No straight cut gearboxes are permitted.
15.2	Gear ratios are free. Only lock differentials permitted
15.3	Limited slip differentials are not permitted

TT 16 WHEELS AND TYRES

16.1	Restricted to the following types of tyres

	- Dunlop FM800A 195/15 82V - Continental Premium Contact 5 195/15 82V - Apollo Alnac 205/13 87H
16.2	Tyre profiles are free. Specific championship regulations are to determine tyre allocations
16.3	Competitors may not use more than 6 (six) tyres per event

TT 17 WINGS

17.1	The Wings are optional. Only one wing is permitted.
17.2	The Wing designs, positioning and sizes are free with the following restrictions
17.3	The Wing may not protrude beyond side of vehicle
17.4	The Wing endplates may not exceed 500 (five hundred) x500 (five hundred) mm and may be offset to each other
17.5	Highest part of the wing may not protrude more than 300 (three hundred) mm above the highest part of the original roof when the vehicle is on level ground (wing endplates excluded)
17.6	Wing may not protrude more than 200 (two hundred) mm behind the rear bumper, when the bumper is mounted correctly (wing endplates excluded) Where Competitors mount rear bumpers further back to exploit the rearward positioning rule, the Officials will deduct the measurement of the offset difference of the misaligned bumper by comparing it to vehicles where the bumper is mounted correctly

FC 1 1660 MODIFIED CLASS

1.1	Age restriction from 12 years of age.
1.2	Please note that whilst this is an 8 (eight) valve class the utilization of 12 (twelve) and 16 (sixteen) valve engines will be investigated.

FC 2 ELIGIBILITY OF VEHICLE AND BODIES

2.1	Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, except for station wagons and panel vans which are prohibited.
2.2	LDV's bodies may be used, with the following limitation which will not be negotiated:
2.3	Any LDV body which can carry a maximum load of 650 (six hundred and fifty) kg, e.g. the Golf Caddy being the maximum which can be used.
2.4	Front and rear wheel drive vehicles are permitted.
2.5	Bodywork must be centrally placed on the chassis and may not be offset.
2.6	Donor Drive Trains are restricted to Road going vehicles only, specifically excluding performance type vehicles

FC 3 GENERAL RACING MODIFICATIONS

	The following listed modifications are free
3.1	Flywheels (including flexplates), Pressure Plates, Clutches
3.1	Pulley sizes and types including adjustable Vernier pulleys
3.1	Pistons and piston rings with the exception of forged pistons which are not permitted
3.4	Connecting rods from various models of road going cars are permitted. Crankshafts from various models of road going cars are permitted
3.5	Compression ratios. Bore and stroke
3.6	Valve and tappet covers are free on condition that the cover does not form part of the valve train
3.7	Sumps, Fuel pumps, Fuel pressure regulators, Camshafts

3.8	Dellorto and Weber carburetors parts may be interchanged
	The following listed modifications are not permitted
3.9	The method of camshaft drive may not change. Dry sump systems

FC 4 IGNITION/ENGINE MANAGEMENT

4.1	Any Standard distributor may be used. A Standard electronic ignition may be fitted
4.2	Electronic Fuel Injection (EFI) are restricted to Dicktator, Spitronics and Power Mods Units only
4.3	Electronic Fuel Injection (EFI) Engine Map may not be adjusted from within the cockpit
4.4	Any aftermarket Spark Booster may be fitted to engines using carburetors and distributor type ignitions
	The following items are permitted:
4.5	Electronic Water Pumps Roller rockers

FC 5 BRAKES

5.1	Restricted to 4 Pot,2 Pot and single pot brake calipers from road going vehicles only. (This Excludes the use of Calipers from sports type vehicles)
5.2	Master Cylinder are Free.
5.3	Aftermarket pedal boxes may be used.

FC 6 DIMENSIONS AND WEIGHTS

6.1	Weight of the car including competitor shall be a minimum of 800 (eight hundred) kg at all times during an event with **NO** tolerance permitted.
6.2	Wheelbase of the vehicle must be within 50 (fifty) mm of the original manufacturers prescribed specifications
6.3	All four (4) wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions.
6.4	Maximum width of the vehicle is 2000 (two thousand) mm
6.5	All 4 (four) wheels of the vehicle must fit within the body of the vehicle which determines the maximum dimensions

FC 7 ENGINE

7.1	Donor Engines are free provided they are commercially available and do not have sport type applications
7.2	Engine displacement may not exceed 1660cc. Only 3 (three) or 4 (four) cylinder 4 (four) stroke engines permitted
7.3	Engines are restricted to 2 (two) valves per cylinder. Turbo or super charging is not permitted
7.4	**Fuel injection systems are permitted as per below**
7.5	Injectors are free but limited to one (1) injector per cylinder only
7.6	Single throttle body on Plenum system may not exceed 70 (seventy) mm. The Plenum design is free.
7.7	Individual throttle bodies of four (4) are permitted and may not exceed 43 (forty-three) mm in size
7.8	Side Draft Carburetors may be modified to be a throttle body but may not exceed 40 (forty) mm
7.9	Fuel rails are free of restriction. Slide type Throttle Bodies are not permitted
7.10	**Side Draught carburetors are restricted to 40 (forty) mm**
7.11	Choke tubes sizes are free

7.12	All modifications to the carburetor and jets are permitted provided the carburetor does not measure more than 40 (forty) mm at the throat and butterflies.
7.13	Ram air systems from positioning of ducting and air filter systems-are permitted
7.14	Fasteners on engines are free of restriction
7.15	Remote oil filter housings and aftermarket oil filters are permitted. Oil coolers are permitted

FC 8 ENGINE POSITIONING – REAR WHEEL DRIVE

8.1	The rear face of the engine where the bell housing and the engine meets will not be more than 600 (six hundred) mm behind the Centre line of the front wheels

FC 9 BELLY PLATE

9.1	A steel or aluminum belly plate must be installed between the chassis rails to cover the area under the engine and gearbox.
9.2	This belly plate must be secured using rivets or bolts. Cable ties and Tek screws are not permitted. It must be effective in containing any fluid that may drip out of the engine and gearbox

FC 10 EXHAUSTS

10.1	All piping shall be secured with saddles, preventing exhaust pipes from coming free in the event of it breaking off.
10.2	Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of 450 (four hundred and fifty) mm and be level or downward facing, measured from the top of the pipe to the ground
10.3	Branches are permitted

FC 11 FUEL

11.1	Only Methanol may be used without any performance enhancing additives.
11.2	Lubricating additives may be added to Methanol and must be reflected in the competitors sign on sheet by listing the additive and mix ratio. These specific products are restricted to Silkolene Castorene R40S, Liquid Power Methanol Lubrication, Top Lube Alcohol Fuels Lubrication Castor Oil
11.3	M5 Methanol is specifically excluded.
11.4	It is highly recommended that Methanol using vehicles do have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting extinguishers, preventing the dislodging in an event of impact

FC 12 STEERING AND SUSPENSION

12.1	Only commercially available differential housings, steering rack and pinions and steering boxes or quick ratio versions thereof as fitted to road going vehicles are permitted.
12.2	Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 1660 OT 2.1. above or locally fabricated components.
12.3	Adjustable Spring platforms may be fitted.
12.4	Competition springs are permitted.

	The use of rose type joints are permitted.
12.5	Only South African made Gabriel, Armstrong, Monroe, KYB, Femo and Titan shock absorbers may be used.
12.6	The total limit of shocks per vehicle that are permitted is 4 (four), with one per corner. No remote shock absorber reservoirs may be used.
12.7	Power steering is permitted. Suspension may be designed with an offset.
12.8	A maximum of 5 (five) links may be used on the rear suspension.
12.9	Wishbone type suspensions are allowed on space frames or semi space frames.
12.10	Front Wheel Drive Space frame cars may only use a beam rear axle.

FC 13 TRANSMISSION

13.1	Only local differentials and gearboxes shall be permitted. No straight cut gearboxes are permitted.
13.2	Gear ratios are free. Only lock differentials are permitted. Limited slip differentials not permitted

FC 14 WHEELS AND TYRES

14.1	Restricted to the following types of tyres - Dunlop FM800A 195/15 82V - Continental Premium Contact 5 195/15 82V - Apollo Alnac 205/13 87
14.2	Tyre profiles are free
14.3	Specific championship regulations to determine tyre allocations.
14.4	Competitors may not use more than 6 (six) tyres per event

FC 15 WINGS

14.1	Wings are optional. Wing designs, positioning and sizes are free with the following restrictions
14.2	Wing may not protrude beyond the side of the vehicle
14.3	Wing end plates may not exceed 500 (five hundred) mm x 500 (five hundred) mm and may be offset. Vehicles restricted to one wing only
14.4	Two tier wings are permitted provided they are contained within the prescribed wing endplates
14.4	Highest part of the wing may not protrude more than 300 (three hundred) mm above the highest part of the original roof when the vehicle is on level ground (wing endplates excluded)
14.4	Wing may not protrude more than 200 (two hundred) mm behind the rear bumper, when the rear bumper is mounted correctly (wing endplates excluded). Where Competitors mount rear bumpers further back to exploit the rearward positioning rule the Officials will deduct the measurement of the offset difference of the misaligned bumper by comparing it to vehicles where the bumper is mounted correctly

HD 1 2 L HOTROD HD

1.1	Competitors may join this class from 12 (twelve) years of age.
1.2	2.0 (two) Liter Ford Pinto SOHC, 1800 Ford Zetec or 2l Nissan VVL Engines to be used with standard bodies, semi space frames and full space frames may be used.
1.3	The 2l Nissan VVL engine will be discontinued as at 31 December 2026 (2l Nissan VVl Engine to be excluded from Regional and National Championship in 2026). Use of Nissan VVL engine is restricted to those that use the engine currently as per club lists.

HD 2 ELIGIBILITY OF VEHICLE AND BODIES

2.1	Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, except for LDV's, station wagons and panel vans that are prohibited.
2.2	Only rear wheel drive vehicles are permitted
2.3	Any drive train, cooling, axle or brake component may be used provided the donor vehicle complies with the type of car or body.
2.5	Only unmodified Ford and Nissan gearboxes may be utilized
2.6	Any reference to standard parts in respect of the engine shall refer to manufacturers' production parts or accepted commercial aftermarket parts for specific use by the engine utilized as per the Ford workshop manuals
2.7	No competition parts or parts from other engines may be permitted
2.8	Measurements shall be made in respect of standard parts or aftermarket parts specifically for the respective 2 (two) engines. Reference may also be made to the Ford Workshop manual.
2.9	All 4 (four) wheels of the vehicle must fit within the body of the vehicle, which determinates the maximum Dimensions

HD 3 BRAKES

3.1	Only brake components as fitted to any vehicle as per item 2.1 may be used (Excluding sport type vehicles)
3.2	Master cylinders are free.
3.3	Aftermarket pedal boxes may be used

HD 4 DIMENSION AND WEIGHTS

4.1	Minimum weight of the car including competitor 800 (eight hundred) kg weighed at any time during an event with no tolerance permitted.
4.2	Wheelbase of the vehicle must be within 50 (fifty) mm of the original manufacturers prescribed specifications.
4.3	Maximum length and width of the vehicle shall include the wing
4.4	Maximum length of the vehicle is 5000 (five thousand) mm. Maximum width of the vehicle is 2000 (two thousand) mm

HD 5 ENGINE FORD 2 L - CONSTRUCTION

5.1	Engine offset is not permitted
5.2	The back face of the engine cylinder head must be forward of a maximum of 600 (six hundred) mm rearwards from the centre of the front wheels

HD 6 FORD 2L ENGINE - SIZE AND CHOICE

6.1	Any Ford 2 liter SOHC engine may be used
6.2	The bore may not exceed 90.84 (ninety point four eight) mm plus an allowance for a 1.5 (one point five) mm overbore
6.3	Sleeving back to standard (90.84mm) is allowed. Sleeves may be over bored to a maximum of 1.5 (one point five) mm
6.4	The stroke may not exceed 77 (seventy-seven) mm
6.5	The cylinder block may be skimmed; however, pistons may not protrude above the cylinder block upper deck
6.6	Cylinder blocks may be line-bored. No other modifications are permitted. Fasteners are free

HD 7 FORD 2L ENGINE -CRANKSHAFT/CONTROL/BALANCING

7.1	Only standard cast iron crankshafts may be used
7.2	Spot machining of the crankshaft to achieve balance is allowed
7.3	Tufriding and nitriding allowed, but polishing outside of the journals will not be permitted
7.4	The minimum weight of the crankshaft is 12.7 (twelve point seven) kg. The number of bearings may not be altered
7.5	Bearings may not be less than Ford specified minimum width (Toyota bearings need Conrod Modifications)
7.6	Oversize bearings of standard or heavy-duty material are permitted. Cross drilled crankshafts are not permitted
7.7	No forged steel crankshafts or connecting rods are permitted
7.8	Engine components may be balanced, and spot drilling will be permitted for that purpose only, at least one (1) component of each must remain standard and unaltered
7.9	The conrod bolts may be changed but the conrod may not be drilled or modified to accept the replacement bolt

HD 8 FORD 2L ENGINE -PISTONS

8.1	Only Standard Ford or standard replacement pistons (Karl Schmidt, Hepolite, Wellworthy, AE or Mahle) may be used
8.2	Neither the Pistons or gudgeon pins may be modified, other than for balancing in the case of pistons
8.3	No forged pistons will be permitted. Conrods may be modified to allow floating gudgeon pins
8.4	Pistons may not protrude above the cylinder block
8.5	Pistons may not be skimmed and identification marks on the pistons may not be removed
8.6	Lightening and stress relieving is not permitted unless for balancing purposes
8.7	Piston rings are free, but the number of rings must remain as standard
8.8	No machining of the piston will be permitted.

HD 9 FORD 2L ENGINE -LUBRICATION SYSTEM

9.1	Dry sump and/or semi dry sumps are not permitted
9.2	Oil filters must be in the original position and must be clamped – a sandwich plate is permitted
9.3	Oil galleries in the cylinder block and cylinder head must remain unaltered, except for permitting restrictor bushes which may be fitted in the block to increase oil pressure
9.4	Sumps may be modified to hold more oil and may be baffled to prevent surge
9.5	The oil pick-up must terminate within the confines of the sump
9.6	Aluminum sumps are permitted. High pressure oil pumps are permitted
9.7	High-capacity oil pumps are not allowed
9.8	An oil cooler may be fitted in the engine compartment, using a sandwich plate fitted between the oil filter and the block.

HD 10 FORD 2L ENGINE -GASKETS

10.1	Only standard Ford or replacement gaskets designed specifically for the above engine may be used
10.2	No copper Gaskets. All gaskets must be unmodified with no sealing aids
10.3	No competition gaskets permitted on any part of the engine or ancillaries

HD 11 FORD 2L ENGINE -CAMSHAFT

11.1	Camshaft type is free. Vernier timing gears permitted

11.2	Standard-length belts, used with the standard tensioner, must be used. No modifications permitted
11.3	Centre drilled camshafts are permitted. The oil spray bar may be removed, and a splash shield may be fitted
11.4	Roller cam bearings are not permitted. Rocker arms are free, but the use of rollers rocker is not permitted
11.5	Rockers may have the ends nipped. Heavy duty rocker arm retaining springs are permitted
11.6	Rocker Ball adjusters may be longer than original length.

HD 12 FORD 2L ENGINE -CYLINDER HEAD

12.1	Any Ford 2.0 Litre Pinto SOHC casting is allowed
12.2	The cylinder head must not be modified (other than the skimming and valve spring fitment permitted). Material may not be removed or added to the ports or the combustion chamber
12.3	Valve guides must occupy their original position and must be standard parts
12.4	No bronze or competition guides permitted. Fitting of thin wall bronze inserts into existing guides are permitted;
12.5	Valves must be standard parts of standard length (110.65-111.65 for inlet valves and 110.10-112.05 for exhaust valves). The valve head size shall be a maximum of 42 (forty-two) mm for the inlet valve and 36 (thirty-six) mm for the exhaust valve
12.6	The cylinder head may be skimmed
12.7	Any single or double valve spring may be fitted, and the head may be modified to allow them to fit
12.9	Only standard spring retainers are permitted. Heavy duty rocker arm retaining springs are permitted
12.10	No “O” rings permitted
12.12	Three (3) angle valve seats are permitted at the following angles 15/30,45,60/65’. The machining groove undercut of the valve seat tool may not protrude more than 25 (twenty-five) mm into the throat of the cylinder head chamber. This ridge may not be rounded off.
12.13	The slight lip on the valve where the back of the valve meets the valve seat may be ground away at a (thirty degree) 30° angle to a maximum width of 2.5 (two point five) mm
12.14	Strapping of the Head pedestals is permitted.

HD 13 FORD 2L ENGINE -DISTRIBUTION AND MANAGEMENT

13.1	Either the Ford 2.0 Liter Pinto SOHC engine distributor (Motorcraft or Bosch), complete with points and condenser or a standard Ford electronic ignition system that uses a conventional coil must be used
13.2	The mechanical or vacuum advance may be altered. The vacuum advance may be removed
13.3	Notwithstanding the above the only Lumenition electronic ignition systems that are permitted are
13.4	Ford Bosch fitting kit FK221 with power module PMA50. Motorcraft fitting kit FK9 with power module PMA50
13.5	TP100/500/900 modules permitted. Fuel injection restricted to Dicktator Fuel and Spark Management
13.6	Any original or locally available ‘pick up’ distributor may be used. A pick-up on the crank pulley is also permitted

HD 14 FORD 2L ENGINE -SPARK PLUGS

14.1	Any standard heat range spark plug for a Ford 2.0 liter Pinto SOHC engine may be used;
14.2	Inserts will be permitted to accommodate spark plugs.

HD 15 FORD 2L ENGINE -CARBURETTOR AND THROTTLE BODY

15.1	Only the standard Weber 32/36 DGVA carburetors may be used; (EV carburetors permitted)

15.2	No polishing or re-profiling is allowed, No modification to the carburetor body or original design is permitted
15.3	Gaskets must be original or replacement replicas of the original meaning no modified gaskets are permitted
15.4	A single adaptor/insulator block manufactured from bakelite ~~brake light~~ must be fitted between the carburetor and the inlet manifold. Aluminum or steel blocks are not permitted
15.5	The insulator/adapter block, with the two gaskets should be approximately **5 (five) mm** thick
15.6	Main jets, primary jets, AIR jets, auxiliary venturis and emulsion tubes may be changed with replacement parts for the 32/36 DGVA and drilled. Max auxiliary venturi size 4.5mm.
15.7	Pump jets may be changed or drilled
15.8	Butterflies may be modified to open together. Replacement spindles may be fitted with standard screws
15.9	Cold starting devices may be removed with the retaining lugs and the subsequent holes blanked off
15.10	Air and fuel galleries may not be enlarged or modified. Fuel may enter the needle valve/float chamber from either side
15.11	Floats may not be modified or weighted and must control the fuel flow
15.12	Needle valves may not be larger than 250 (two hundred and fifty) and may not be enlarged or modified
15.13	The power valve must be installed in the base of the fuel bowl but can be sealed off. The diaphragm may be removed.
15.14	No trumpets are allowed
15.15	The calibrated brass bush that manages high-speed enrichment, located on the secondary venturi side of the carburetor between the top and base, may either be sealed or enlarged, but is required to remain in place.
15.16	A secondary fixing on the fuel feed line is required, and fuel may enter the carburetor from either side
15.17	It is permitted to use a grub screw, or similar device, to fix the auxiliary venture to the carburetor.
	Throttle Bodies
15.18	Standard 2L Ford Throttle Body is permitted. Single throttle body restricted to 52 (fifty two) mm throttle. Injectors are free.
15.19	Ram Air intake systems are allowed. Fuel regulators and fuel injection fuel pumps are allowed.

HD 16 FORD 2L ENGINE -INLET MANIFOLD

16.1	Only Ford 2.0 Liter Pinto Cortina type SOHC engine manifold permitted
16.2	The manifold may not be faced to alter the angle of the manifold or the carburetor
16.3	Matching of inlet ports between the carburetor flange, manifold ports, and head is not allowed.
16.4	No material may be added to or removed from the gas flow area
16.5	Water circulation holes may be blanked off. A stabilizer may be fitted to support the manifold
16.6	Manifolds may be welded to repair cracks

HD 17 FORD 2L ENGINE -EXTERNAL MODIFICATIONS

17.1	Any production type starter motor, excluding competition types may be used
17.2	Power grip type pulleys are permitted. The crankshaft pulley is free
17.3	Manual fuel pumps may be removed and replaced with remotely positioned electric pumps
17.4	No electric water pumps permitted
17.5	Only specified modifications are permitted. The final determination will be made based on the TC panel's interpretation of the rule.

HD 18 FORD 2L ENGINE -RETENTION OF STANDARD PARTS

18.1	All other parts pertaining to the engine, which have not been specifically mentioned must remain the standard Ford 2.0 Liter Pinto SOHC engine part

HD 19 1800 CC FORD ZETEC ENGINE

19.1	Restricted to 1800 Ford Zetec Engine in standard configuration with only the following modifications permitted.
19.2	Engines with different cambelt configurations are NOT ALLOWED 

HD 20 1800 CC FORD ZETEC ENGINE INLET MANIFOLD AND CARBURETTOR

20.1	Restricted to standard inlet manifold available from The Race Shop (Originated from Spedeworth UK).
20.2	Restricted to 32/36 DGVA standard Carburetor, (EV carburetors are permitted)
20.3	Jetting is free. Progressive or simultaneous linkages are permitted
20.4	Spray Jets sizes may be modified but must remain (short or long type)
20.5	Progressive chamber may be blanked off. Bowl jet may be closed. 26/27 (twenty-six/twenty-seven) mm chokes to remain std
20.6	Air filters are free, provided no forced induction, filters may be removed. Air filters may be rotated 90 (ninety) degrees
20.7	The insulator/adapter block, with the two gaskets should be no more than 6mm thick
20.8	Max auxiliary venturi size 4.5 (four point 5) mm

HD 21 1800 CC FORD ZETEC ENGINE FUEL

21.1	Restricted to 95 octane (RON) Pump unleaded fuel only (no additives.) See MSA GCR 240
21.2	A control fuel supplier can/must be nominated. No fuel cooling/coolers allowed

HD 22 1800 CC FORD ZETEC ENGINE

22.1	The Cylinder Head may be skimmed ONLY – Rest to remain STD OEM,
22.2	Valve's may be ground to make sure they seat well-ONLY
22.3	Block may be skimmed. Deck Height of engine block and pistons: Pistons MUST be 0.2 (zero point two) mm below the top of the block (Pistons may not be skimmed)
22.4	Tensioner system (idler pulley) on water pump system  *This is only an example

22.5	Components may be refreshed with OEM listed parts only and must match original parts
22.6	Camshafts and mechanisms may not be modified
22.7	Vernier cam gears are not permitted (Timing is free provided std pulleys are used)
22.8	Original flywheel MUST be modified to accommodate *2.0L Ford Pinto Clutch and Pressure* Plate and the FLYWHEEL may not weigh less then 6kg (excl Clutch and Pressure Plate.), and the FLYWHEEL may not be thinner than 22 (twenty-two) mm, as per PICTURE BELOW 
22.9	Button clutches are permitted, 2.0l Pinto Pressure plates MUST be used (not 1600) ~~(Measure pressure plate)~~
22.10	Alternator free.
22.11	Water pump impellor may be changed provided that is supplied by The Race Shop
22.12	No electric water pumps allowed

HD 23 1800 CC FORD ZETEC ENGINE EXHAUST MANIFOLD

23.1	Restricted to narrow or wide tunnel-controlled branch available from The Race Shop
23.2	Silencers are compulsory
23.3	Silencer configuration is free

HD 24 1800 CC FORD ZETEC ENGINE IGNITION TIMING

24.1	Restricted to original 36-1 1800 flywheel pick up only
24.2	Restricted to SA Manufactured Management's only. *(DICTATOR, SPITRONIC, POWER MODS)*
24.3	Timing map is free. TPS/MAP not allowed
24.4	Rev limit set at (seven thousand, seven hundred) ***7700rpm*** and to be always working. (MSA reserves right to adjust such in writing on short notice) (Competitor MUST have PC and cable available to check, if not he will be disqualified)
24.5	Restricted to Bosch/aftermarket Opel multi-coil pack 117.6 Wasted spark ONLY permitted
24.6	Spark plugs are free provided no modification needed and local available
24.7	Spark plugs are free provided no modification needed and local available
24.8	No adjustments may be made from inside cockpit
24.9	Plug wires must be from road cars not racing type 

HD 25 1800 CC FORD ZETEC ENGINE ADDITIONAL LIMITATIONS

25.1	Engine buy out incl Flywheel, pressure plate and clutch excl Inlet and exhaust manifold set at R 25 000.00 (twenty-five thousand)
25.2	SSP in consultation with the CoC has the right to get a std part from The Race Shop to validate authenticity of the part

HD 26 1800 CC FORD ZETEC ENGINE GEARBOX

26.1	Only original standard Ford Pinto gearboxes may be used that bolt straight on the Ztech engine
26.2	No special gears or straight cut gears are allowed
26.3	The gearbox may ONLY be modified on the bellhousing to fit the ZTECH starter. Quick shift gear levers are permitted

HD 27 1800 CC FORD ZETEC ENGINE CAMSHAFTS

27.1	Intake and exhaust cams may not be interchanged
27.2	Intake cam base circle must measure 36.07 (thirty-six point zero seven) mm +/- 0.5 (zero point five) mm tolerance
27.3	Intake cam heel-toe must measure 45.15 (forty-five point one five) mm +/- 0.5 (zero point five) mm tolerance
27.4	Exhaust cam base circle must measure 36.07 (thirty-six. Point zero seven) mm +/- 0.5(zero point five) mm tolerance
27.5	Exhaust cam heel-toe must measure 44.00 (forty-four) mm +/- 0.5 (zero point five) mm tolerance
27.6	Speedspot reserves the right to investigate a set of control camshafts and the details of such will be made available.

HD 28 NISSAN VVL ENGINE

28.1	The NISSAN VVL ENGINE is to be discontinued 31 December 2026. Engine may not participate in 2026 National and Regional championship events. The use of the Engine at club level is restricted to Competitors as per club list only. Competitors new to the class in 2026 may not utilize this engine 
28.1.1	Restricted to the 2L SR 20 VVL Nissan Engines in 100 % standard form. This means the following
28.2	**VALVE AND VALVE SPRINGS**
28.2.1	Valve and Valve Springs to remain Standard
28.2.2	Variable valve timing to remain in place and connected where applicable

HD 29 NISSAN VVL ENGINE SUB ASSEMBLY

29.1	Sub Assembly to remain standard with following exceptions.
29.2	Sump and oil pick up may be modified to accommodate engine mounting in suitable position
29.3	Standard Crankshafts from 2.0L Nissan DE Engines permitted

29.4	Nissan VG 30 flat top Nissan Sani piston may be used with the following conditions
29.5	Aftermarket valve pockets are permissible.
29.6	This piston may not exceed eight-seven point five (87.5) mm.
29.7	Piston may also be notched to accommodate oil spray nozzle
29.8	Small end on the original conrod may be resized and bushed to accommodate the gudgeon pin

HD 30 NISSAN VVL ENGINE CAMSHAFT

30.1	Camshaft to remain standard
30.2	Cam timing to remain standard

HD 31 NISSAN VVL ENGINE HEAD

31.1	The Cylinder Heads may NOT be modified
31.2	The Cylinder Head may not be skimmed in such a way that the casting step is removed.
31.3	Aftermarket Kinetic Head Gaskets are permitted
31.4	The 2.0L Nissan DE Cylinder Head Gasket may also be utilized. The modification of inserting an “O” ring to control oil flow is permitted.

HD 32 NISSAN VVL ENGINE GEARBOX

32.1	Engines to be fitted to existing standard 2L Ford four (4) or five (5) speed gearboxes using adaptor plates, or Nissan 4 or 5 speed gearboxes
32.2	The bell housing may be cut to accommodate the starter and the existing starter ‘bulge’ may be removed to allows for room for the exhaust manifold
32.3	Hydraulic attachments for hydraulic clutch valve cylinders are permitted
32.4	Clutch and Pressure Plates are free including competition Unit
32.5	Original Flex plates are permitted

HD 33 NISSAN VVL ENGINE FUEL

33.1	The fuel used is restricted to 95 RON/Octane unleaded fuels only. See GCR 240
33.2	No additives are permitted

HD 34 NISSAN VVL ENGINE PLENUM

34.1	The Plenum may be modified by removing the blank end and replacing it with the original throttle body and attaching the blank end to the rear of the unit.
34.2	The Airboxes, Filters and attachment piping to the plenum is free.
34.3	Ram air feed through bonnet duct is permitted.
34.4	A rubber spacer no thicker than thirty (30) mm may be placed between the throttle body and plenum to prevent excessive vibration. Rubber washer on the mounting bolts is permitted
34.5	The Throttle body may not exceed seventy (70) mm. The internal part of the plenum may be opened to accommodate this throttle body. Aftermarket units are permitted.

HD 35 NISSAN VVL ENGINE EXHAUST

35.1	Exhaust Manifolds are free.
35.2	Effective silencers, of minimum length of three hundred (300) mm, are compulsory
35.3	All piping shall be secured with saddles, prevent exhaust pipes from coming free in the event of it break off

35.4	Exhaust tail pipes passing out the side of the vehicle may only do so at a maximum height of four hundred and fifty (450) mm, measured from the top of the pipe to the ground

HD 36 NISSAN VVL ENGINE FUEL INJECTION AND SPARK MANAGMENT

36.1	Injectors free
36.2	Fuel pumps, fuel pressure regulators and surge tank systems are free
36.3	Additional attachments to plenum may be removed if unused
36.4	Fuel and Spark to be controlled by **a single** Dicktator EFI Management
36.5	Rev limit 8200 rpm and must be permanently operational. External Crank Pick can be utilized to control spark timing if a distributor is not used
36.6	Dictator to prescribe preset parameters for air fuel mixture which cannot be altered
36.7	Distributor may be modified to carry inner parts of VW Golf distributor.
36.8	**The Engine below is specifically excluded** 

HD 37 FUEL AND ADDITIVES (UNLESS OTHERWISE STATED)

37.1	Restricted to Methanol, 95 RON/Octane Pump Fuel ~~and Racing Fuel (Max 102)~~ only. See GCR 240
37.2	Methanol lubricants restricted to Silkolene Castorene R40S, Liquid Power Methanol Lubrication, Top Lube Alcohol Fuels Lubrication and Castor Oil only
37.3	In the event of supplying control fuels competitors must provide a sealed bottle of the prescribed lubricant failing which they will accept the lubricant provided by the Officials.
37.4	It is highly recommended that Methanol using vehicles do have fire extinguishers fitted to the competitor compartment, with all safety measures taken when fitting extinguishers, preventing them dislodging in an event of impact
37.5	The filling station with the closes proximity to the Race Venue is the Official Supplier of 95 RON/Octane fuel

HD 38 STEERING AND SUSPENSION

38.1	Only commercially available steering racks and steering boxes or quick ratio versions thereof as fitted to vehicles described in item 2.1 above may be used
38.2	Power steering units are permitted
38.3	Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in item 2.1 above or locally fabricated components
38.4	Adjustable spring platforms may be fitted
38.5	Competition springs are permitted
38.6	The use of rose joints are permitted
38.7	Shocks restricted to Gaz, Shock tech and Protech single adjustable shocks only.
38.8	The Shocks buyout price is set at twenty-five thousand rand (R 25 000.00)
38.9	1660 spec shocks will be allowed but will not form part of the “buyout”
38.10	Adjustable Spring platforms may be fitted. Competition springs are permitted. The use of rose type joints are permitted. Only South African made Gabriel, Armstrong, Monroe and KYB shock absorbers may be used.
38.11	Only one (1) shock absorber per wheel is permitted
38.12	No remote shock absorber reservoirs may be used

38.13	Independent rear suspensions are not permitted

HD 39 TRANSMISSION

39.1	Flywheels free (with exception of Zetec)
39.2	Clutch plates are free, additionally copper plate types are permitted (with exception of Zetec)
39.3	Competition type pressure plates permitted (with exception of Zetec)
39.4	Any type of racing gearbox e.g., Quaife, X-TRAC, etc., is not permitted
39.5	Only rear axles as fitted to any car described in 2.1 may be used
39.6	Only differentials as fitted to any car described in 2.1, may be used
39.7	No limited slip type differentials will be permitted
39.8	The Differential must be locked. Model type M75 bakkie diffs may be used
39.9	Gear ratios are free -but must remain as per original manufacturer specifications
39.10	Only space frame cars may convert from a front wheel drive system to a rear-wheel-drive system
39.11	Hydraulic release bearing systems are permitted.
39.12	Ford this gearbox may be drilled to accept the slave cylinder. Clutch forks may be modified accordingly

HD 40 WHEELS AND TYRES

40.1	Restricted to 205/60/13 Apollo Alnac Tyre Only
40.1.1	Dunlop FM800A 195/15/82V Tyre may be utilized as of 01/02/2027
40.2	Specific Championship Regulations will determine Tyre allocations.
40.3	At Club level Competitors may only use six (6) tyres per event

HD 41 BELLY PLATE

41.1	A 2 mm steel or aluminum belly plate must be installed between the chassis rails to cover the area under the engine and gearbox. This belly plate must be secured using rivets or bolts. Cable ties and Tex Screws are NOT permitted. It must be effective in containing any fluid that may leak out of the engine and gearbox

HD 42 WINGS

42.1	Wings are optional. Restricted to one (1) wing only.
42.2	Wing designs, positioning and sizes are free with the following restrictions.
42.3	Wing may not protrude beyond side of vehicle
42.4	Wing endplates may not exceed 500 x 500 mm and may be offset to each other.
42.5	Wing may not be higher than three hundred (300) mm, excluding endplates, above the highest point of the roof.
42.6	Wing may not protrude more than two hundred (200) mm beyond the furthest point of the back bumper excluding endplates

1 2.1 LITRE MODIFIED SALOON MS

1.1	Competitors may enter this class-from the age of 13 (thirteen) years old

MS 2 ELIGIBILITY OF VEHICLE AND BODIES

2.1	Any Saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used, except for station wagons and panel vans which are prohibited;
2.2	LDVs may be used
2.3	Front or rear wheel drive vehicles are permitted

MS 3 BUMPER

3.1	Only plastic or fiberglass bumpers may be fitted externally

MS 4 BRAKES

4.1	Calipers are free including the use of race type calipers
4.2	Master cylinders are free;
4.3	Aftermarket pedal boxes may be used
4.4	ABS systems are not permitted

MS 5 DIMENSION AND WEIGHTS

5.1	Weight of the car including competitor shall be a minimum of 800 (eight hundred) kg.
5.2	Wheelbase of the vehicle must be within 50 (fifty) mm of the original manufacturers prescribed specifications
5.3	All four wheels of the vehicle must fit within the body of the vehicle, which determines the maximum dimensions
5.4	Maximum width of the vehicle is 2000 (two thousand) mm;

MS 6 ENGINE AND MODIFICATIONS

6.1	Any 4 (four) cylinder 8 (eight) valve or 16 (sixteen) valve engine may be utilized with the following conditions
6.2	Engine may not exceed 2100 (two thousand one hundred) cc
6.3	Engine may only be naturally aspirated
6.4	Modifications to the cylinder head are free. The Sump is free
6.5	Dry Sump systems are permitted. Oil systems are free
6.6	Exhaust systems are free. Individual throttle body may not exceed 48.1 (forty-eight point one) mm
6.7	Plenum is free but restricted to single throttle body not exceeding 70.1 (seventy point 1) mm
6.8	Side draught carburetors may not exceed 48 (forty-eight) mm. Chokes are free
6.9	Slide type throttles are not permitted. Ignition systems are free on vehicles using carburetors
6.10	Ignition systems are restricted to South African manufactured systems on vehicles using EFI
6.11	All other engine modifications are free

MS 7 ENGINE POSITIONING

7.1	The rear face of the engine is where the bell housing and the engine meet and may not be more than 600 (six hundred) mm back of centre line of the front wheels;

MS 8 BELLY PLATE

8.1	A steel or aluminum belly plate must be installed between the chassis rails to cover the area under the engine and gearbox.
8.2	This belly plate must be secured using rivets or bolts. Cable ties and Tek screws are NOT permitted. It must be effective in containing any fluid that may leak out of the engine and gearbox.

MS 9 FUEL

9.1	Restricted to Methanol, Racing fuel (max 102 (one hundred and two) and 95 (ninety-five) Octane (RON) Pump fuel
9.2	M5 Methanol specifically is NOT permitted.

9.3	Lubricating additives may be added to Methanol and must be reflected in the competitor's sign-on sheet by listing the additive and mix ratio. These specific products are restricted to: Silkolene Castorene R40S, 127.4 Liquid Power Methanol Lubrication, Top Lube Alcohol Fuels Lubrication Castor Oil
9.4	In the event of supplying control fuels competitors must provide a sealed bottle of the prescribed lubricant failing which they will accept the lubricant provided by the Officials
9.5	The filling Station with the closest proximity to the Race Venue is the Official Supplier of 95 (ninety-five) Octane (RON) fuel

MS 10 STEERING AND SUSPENSION

10.1	The Steering rack is free
10.2	Power steering systems are permitted
10.3	Suspension design is free but limited to either commercially available suspension uprights as fitted to vehicles described in **MS 2.1** above or locally fabricated components
10.4	Adjustable Spring platforms may be fitted. Competition springs are permitted
10.5	The use of rose type joints is permitted. Shock absorbers are free but restricted to a single adjustable unit only
10.6	May only have 1 (one) shock per wheel. No shock absorber with remote reservoirs may be used
10.7	Independent rear suspensions are not permitted. Only Differential Housings from road going vehicles are permitted

MS 11 TRANSMISSION AND DRIVE TRAIN

11.1	Gearboxes are free. Gear ratios are free. Limited slip diff are allowed. Flywheels are free
11.2	Clutches and pressure plates are free

MS 12 WHEELS AND TYRES

12.1	Restricted to the 195/55/15 Dunlop H1 compound semi slick tyre, available from ATS Motorsport, only
12.2	Specific Championship Regulations will determine Tyre allocations.
12.3	Competitors restricted to a maximum of 6 (six) tyres per event onl

MS 13 WINGS

13.1	Wings are optional. Wing designs, positioning and sizes are free with the following restrictions
13.2	Wing may not protrude beyond the side of the vehicle
13.3	Wing end plates may not exceed 500 (five hundred) mm x 500 (five hundred) mm and may be offset. Vehicles restricted to one wing only
13.4	Two tier wings are permitted provided they are contained within the prescribed wing endplates
13.5	Highest part of the wing may not protrude more than 300 (three hundred) mm above the highest part of the original roof when the vehicle is on level ground (wing endplates excluded)
13.6	Wing may not protrude more than 200 (two hundred) mm behind the rear bumper, when the rear bumper is mounted correctly (wing endplates excluded). Where Competitors mount rear bumpers further back to exploit the rearward positioning rule the Officials will deduct the measurement of the offset difference of the misaligned bumper by comparing it to vehicles where the bumper is mounted.

NH 1 NATIONAL HOTRODS

1.1	Competitors may join this class from 15 (fifteen) years of age

NH 2 ELIGIBILITY OF VEHICLE AND BODY

2.1	Restricted to space Framed Vehicles with composite bodies only
2.1.1	Chromoly and T45 high tensile tubing may not be utilized for any chassis joining the class for the first time after 1 December 2025.
2.2	Only rear wheel drive vehicles are permitted
2.3	Data Logging and Telemetry systems permitted with specific exclusion of traction control systems

NH 3 GENERAL SAFETY

3.1	All other items not noted under the class regulations, shall be adhered to under, race regulations and technical & construction regulations

NH 4 BRAKES

4.1	Brake systems are free with the following exceptions
a)	ABS systems are not permitted.
b)	Carbon brake components are not permitted

NH 5 DIMENSIONS AND WEIGHT

5.1	Minimum weight of the car including competitor 800 (eight hundred) kg
5.2	Maximum width of the vehicle is 2000 (two thousand) mm;

NH 6 ENGINE

6.1	**CONSTRUCTION**
6.1.1	Engine must be fitted within 50 (fifty) mm of the centerline of the engine bay
6.1.2	The rear bell housing face of the engine may not be placed further back than 600 (six hundred) mm from a point reflected by the front stub axles.
	Engines modifications and systems including EFI are free with following specific Restrictions
6.2	**8 (eight) VALVE UNITS**
6.2.1	Limited to a maximum of 2700 (two thousand seven hundred) cc
6.2.2	Slide throttle bodies are not permitted
6.3	**8 (EIGHT) VALVE/16 (SIXTEEN) VALVE UNITS WITH TURBOCHARGERS**
6.3.1	Limited to 2100 (two thousand one hundred) cc
6.3.2	Slide throttle bodies are not permitted
6.4	**MULTI VALVE UNITS**
6.4.1	Limited to 2700 (two thousand seven hundred) cc only
6.4.2	Slide throttle bodies are not permitted
6.5	**ROTARY**
6.5.1	Limited to twin rotor Mazda 13B engines only
6.5.2	Slide throttle bodies are not permitted

6.5.3	All rotors shall be of ferrous metal, no aluminum/titanium permitted
6.5.4	No roller bearing centric shafts permitted
6.5.5	Billet type endplates are permitted.
6.6	**ENGINE MANAGEMENT SYSTEMS**
6.6.1	Aftermarket Engine Management systems are free with the following restrictions.
6.6.2	In car programming is not permitted (all switches and buttons to be removed)
6.6.3	Switch over maps is not permitted
6.6.4	Speed sensors on the wheels, Gearbox and GPS (where connected to Management) are not permitted
6.6.5	Where systems form part of the dashboard the system must be placed in such a position that the Competitor is unable to make in car adjustments
6.6.6	Traction and torque control is not permitted
6.6.7	Fly by wire throttle systems are not permitted
6.6.8	No form of Management by “remote connections” are permitted

NH 7 BELLY PLATES

7.1	A steel or aluminum belly plate must be installed between the chassis rails to cover the area under the engine and gearbox.
7.2	This belly plate must be secured using rivets or bolts
7.3	Cable ties and Tex screws are **NOT** permitted.
7.4	Belly plates must be effective in containing any fluid that may seep out of the engine and gearbox.

NH 8 EXHAUSTS

8.1	Exhausts systems free – Effective silencers compulsory (additional requirements as per specific MSA and/or venue requirements and engine types may be introduced)
8.2	Silencers that are devoid of sufficient muffling packaging must be indicated in the respective Competitors scrutineer sheet and must re-packed with suitable materials before the next event

NH 9 FUEL

9.1	**Fuel**
9.1.1	**Rotary Engines**
9.1.2	Only 95 (RON) Octane Pump Fuel is permitted with no performance enhancing additives.
9.1.3	The Organizers reserve the right to appoint a specific filling station as a control fuel supplier. Competitors are to retain cash slip as proof of purchase.
9.1.4	2 Stroke oil may be used, and this must be reflected in the competitors sign on sheet by listing the additive and mix ratio.
9.2	**Piston Engines**
9.2.1	Only methanol is permitted with no performance enhancement additives. (M5 Methanol is specifically excluded).
9.2.2	Lubricating additives may be added to Methanol and must be reflected in the competitor’s sign on sheet by listing the additive and mix ratio. These specific products are restricted to Silkolene Castorene R40S, Liquid Power Methanol Lubrication, Top Lube Alcohol Fuels Lubrication and Castor Oil
9.3	The Competitor is responsible for recording these mixes and ratios accurately
9.4	Any Competitor who is unable to provide a sealed Bottle of 2 Stroke Oil or Methanol Lubrication when required will accept the product provided.

NH 10 STEERING AND SUSPENSION

10.1	Power steering Permitted
10.2	Steering racks are free. Suspension is free
10.3	Shock absorbers are restricted to single and double adjuster shocks only (3 way system)
10.3.1	Shock absorbers that are adjustable from within the cockpit are not permitted
10.3.2	The following shock absorbers are permitted:
10.3.2.1	Bilstein uprights for Strut Suspensions
10.3.2.2	Gaz Double Adjuster
10.3.2.3	Gaz Single Adjuster with lightweight casings
10.3.2.4	Protech Single Adjuster
10.3.2.5	Protech Double Adjuster
10.3.2.6	Koni – National Hotrod Specification
10.3.2.7	QA1 – Double Adjustable
10.3.2.8	Ohlin Single Adjuster National Hotrod Specification
10.3.2.9	Penske Double Adjuster National Hotrod Specification
10.3.2.10	C2P Double Adjustable
10.4	Only live rear axles from road going vehicles are permitted.
10.4.1	Limited Slip Diff derivatives are free but may not be controlled by an external source ie: Management

NH 11 TRANSMISSION

11.1	Transmissions are free.
11.2	Flywheels, Pressure Plates and Clutches are free

NH 12 TYRES

12.1	Tyres are restricted to Dunlop 240/575/13 H compound tyre, available from ATS Motorsport.
12.2	Tyre Limitations – subject to specific Championship Regulations in which the Competitor ~~is~~ are competing.
12.3	Additional Limitations
12.3.1	Blow off valves is prohibited
12.3.2	Heating off tyres by any artificial means is prohibited
12.3.3	Use of tyre softener is permitted

NH 13 WINGS

13.1	Wings are optional. Wing designs, positioning and sizes are free with the following restrictions
13.2	Wing may not protrude beyond the side of the vehicle.
13.3	Wing end plates may not exceed 500 (five hundred) mm x 500 five hundred) mm and may be offset. Vehicles restricted to one (1) wing only
13.4	Two tier wings are permitted provided they are contained within the prescribed wing endplates
13.5	Highest part of the wing may not protrude more than 300 (three hundred) mm above the highest part of the original roof when the vehicle is on level ground (wing endplates excluded)
13.6	Wing may not protrude more than 200 (two hundred) mm behind the rear bumper, when the rear bumper is mounted correctly (wing endplates excluded). Where Competitors mount rear bumpers further back to exploit the rearward positioning rule, the Officials will deduct the measurement of the offset difference of the misaligned bumper by comparing it to vehicles where the bumper is mounted correctly

SM SUPER MIDGETS

	A Competitor must have turned 15 (fifteen) years old to be able to compete in this class. Reference to length and widths in the Regulations shall be defined as, length in the direction of from the front of the vehicle to the back and width being measured from left to the right of the vehicle

SM 1 ELIGIBILITY OF VEHICLE/BODIES/NUMBER

1.	Both imported and locally built chassis are permitted

SM 2 GENERAL SAFETY

2.1	This is a Non-Contact Racing class and is defined below in SM 2.2.
2.2	No deliberate contact, bumping, or shunting will be permitted.
2.3	All joints of the construction are to be welded properly.
2.4	Sump, gearbox and differential plugs are to be wired securely (Not applicable to imported Halibrand diffs); Oil filters are to be strapped
2.5	It will be mandatory for the fitment of coil spring retainers, preventing the spring from falling free or getting dislodged. The Retainer shall be constructed of a Minimum of 3 (three) mm steel cable or minimum of 20 (twenty) mm wide strap.
2.6	**The vehicles weight must be a minimum weight of 450 (four hundred and fifty) kg excluding the competitor**
2.7	**Neck braces are mandatory for all competitors.**

SM 3 BRAKES

3.1	No ABS brakes or any other electronic driving aids are permitted.
3.2	It shall be mandatory for Midgets to have a braking mechanism as follows.
3.3	Braking on at least three wheels; two front wheels and one on rear wheel

SM 4 CAR CONCTRUCTION

	ROLL CAGE
4.1.1	There must be a minimum clearance of 50 (fifty) mm between the driver's helmet and any part of the Roll Cage
4.1.2	Tubbing with a minimum 30 (thirty) mm diameter, and a minimum wall thickness of 2 (two) mm must be used for construction of the Roll Cage
4.1.3	The Roll cage must enclose the driver with a minimum of 4 (four) down pipes and 2 (two) vertical/cross braces behind the seat (A frame type down pipes are allowed).
4.1.4	The chassis must be constructed with a minimum of 30 (thirty) mm round metal tubbing, with a minimum wall thickness of 2 (two) mm
4.1.5	The use of chrome moly tubing is permitted
4.2	**NERF BARS**
4.2.1	Nerf Bars must be fitted to both sides of the vehicle, bar size minimum of 22 (twenty-two) mm x 2 (two) mm, maximum 30 (thirty) mm x 2 (two) mm
4.2.2	Nerf Bars must be bolted on using minimum 5mm bolts with lock nuts
4.2.3	The Nerf Bars must be designed to protect the full width of the rear tyre of the vehicle
4.2.4	The Nerf Bars may not protrude more than 50 (fifty) mm beyond the rear wheel of the vehicle
4.3	**FRONT BUMPERS**

4.3.1	Front bumpers are compulsory and must be constructed ofround steel tubing with a maximum outside diameter measurement of 30 (thirty) mm x 2 (two) mm wall thickness, and a Minimum of 22 (twenty-two) mm outside diameter x 2 (two) mm wall thickness.
4.3.2	Front Bumpers may not protrude beyond the width of the chassis at the front, neither may they protrude more than 350 (three hundred and fifty) mm beyond a line drawn immediately in front of the 2 (two) Front Tyres. A tolerance of 50 (fifty) mm will be permitted.
4.3.3	Engine mounts must be fitted inside the roll cage/chassis and the crank pulley must be in the center of the roll cage/chassis. There will be 32 (thirty-two) mm tolerance to the Inside of the car and a 76 (seventy-six) mm tolerance to the outside of the car.
4.4	**REAR BUMPERS OR PUSH BARS**
4.4.1	Shall have a maximum diameter of 30 (thirty) mm x 2 (two) mm and if manufactured from Aluminum a maximum of 38 (thirty-eight) mm x 4 (four) mm is mandatory
4.4.2	The mid bumper or push bar height shall be between 250 (two hundred and fifty) mm and 400 (four hundred) mm above the ground
4.4.3	The bumpers or push bars shall be designed so that they do not protrude more than 150 (one hundred and fifty) mm from the nearest body component.
4.4.4	The Rear bumper/push bar mounting points may not exceed the width of the chassis at the rear.
4.4.5	The Rear bumper vertical element of the bumper shall mount to a solid point on the vehicle or the other vertical elements
4.4.6	The nose cone and tailpiece is to be constructed to all safety measures.

SM 5 ENGINE

5.1.1	8v/12v/16v/20v Naturally Aspirated Engines
5.1.2	Limited to a maximum of 2450 (two thousand, four hundred and fifty) cc
5.1.3	Carburetion is free.
5.1.4	Fuel Injection is free, except no slide type throttles permitted;(No competition injection permitted, Hill born type etc.)
5.1.5	Engine Management systems are restricted to SA manufactured systems only (with only the following allowed Power Mods, Dictator, Spitronic, Blue Arc, Go Tech, Sustech)
5.1.6	No secondary ecu systems permitted.
5.1.7	No forced induction is permitted (e,g, Turbo / Super Charged)
5.1.8	Engine Internals components are free, with the exception that ~~No~~ aluminum conrods allowed.
5.1.9	Dry sump oil systems are permitted Electrical water pumps are allowed
5.2	**8v/12v/16v/20v Turbo Charged Engines**
5.2.1	Restricted to 2100 (two thousand, one hundred) cc
5.2.2	Carburation is free.
5.2.3	Fuel Injection systems are free, with the exception that no slide throttles are permitted.
5.2.4	Engine management systems are restricted to the following SA manufactured systems, which are allowed: Power Mods, Dictator, Spitronic, Blue Are, Got Tech and Sustech
5.2.5	Maximum boost permitted is 0.8 (zero point eight) bar All turbos are to use a 50mm waste gate of the same sort, and are to be sealed by THE RACE SHOP and It is permissible for waste gates to be interchanged during an event between competitors in the case of a protest and/or per TC/Chief Scrutineers request to the CoC in writing.
5.2.6	No Billet cylinder heads are allowed, Standard head and porting allowed Camshafts and valve springs are free Hydraulic lifters may be changed to solid lifters
5.2.7	Forged internals are permitted; Standard type crankshafts are allowed with aftermarket racing pistons and Steel Conrods
5.2.8	Aluminum Conrods are not permitted
5.2.9	Dry sump systems are permitted.

	Electrical Water pumps are allowed. Mechanical fuel pumps are allowed.
5.3	**Rotary Engines (Naturally aspirated/Turbo)**
5.3.1	These are restricted to twin rotor 13 B engines.
5.3.2	Porting is free
5.3.2	Carburetion is free
5.3.4	Fuel Injection systems are free excepting with the exception that the use of slide type throttles is not permitted
5.3.35	Engine management systems are restricted to Microtech LT/MT, Fueltech FT450, Blue ARC ECU range only. Handheld devices will be allowed in the cockpit.
5.3.4	The RENISIS 13B-MSP engine in STD form may be Turbocharged (This test phase may be reviewed). Turbocharging of the 13B STD engine is allowed. No bridge/peripheral port engines are allowed.
5.3.5	No secondary ECU systems are permitted.
5.3.6	No imported parts are permitted, this includes and not limited to – Split Eccentric Shafts aluminum/titanium rotors, billet housings, aluminum side housings etc.)
5.3.7	Dry Sump systems are permitted, Electrical water pumps are allowed

SM 6 EXHAUSTS

6.1	All piping shall be secured with saddles preventing exhaust pipes from coming loose in the event of it breaking off
6.2	Exhaust tail pipes shall only pass through the back of the vehicle except for turbo charged engines
6.3	Effective Silencers are compulsory on all vehicles except for Turbo Charged Units (to conform with the 102/8db limits)

SM 7 FUEL, FUEL MANAGEMENT AND CARBURETION

7.1	Fuel is restricted to 95 RON unleaded pump fuel or 50/50 Ethanol mix (Rotary Engines only) and Methanol for Piston Engines.
7.2	M5 Methanol is not permitted
7.3	Lubrication additives may be applied to the fuel. Competitors must, at all times, have in their possession an original manufacturer's sealed container of their fuel additive(s), which must be presented to the relevant event officials if the competitor is placed on control fuel

SM 8 STEERING AND SUSPENSION

8.1	Only solid axles are permitted
8.2	Independent suspensions are prohibited.
8.3	Steering mechanisms shall be free, with exception of motorbike handlebars are prohibited

SM 9 TRANSMISSON

9.1	Transmission is free
9.2	No clutches are permitted

SM 10 WHEELS AND TYRES

10.1	The only wheel rims size that is permitted on a vehicle in the specified positions are, 13" diameter Rims that are 10" wide; • Left Front

	• Right Front • Left Rear The only wheel rime size permitted on the Right Rear of the vehicle must be a 13" (thirteen inches) Diameter with a width of 13" (thirteen inches)
10.2	All wheel hubs are to have wheel studs that protrude through the wheel nuts.
10.3	Only American Racer tyres are allowed on the rear of the vehicle. The front tyres are free All tyres must be presented to the scrutineer to be logged before the start of the event.

SM 11 WINGS

11.1	Rear Top Wings are mandatory
11.1.1	Midgets – wings may not be wider than the tyre width and/ or maximum 1300mm x 1300 mm (center foil/blade)
11.1.2	Wings are not permitted to exceed the rear track width of the vehicle, measured from the outer edges of the left and right rear tyres. No overhang is permitted.
11.1.3	All wings are to be mounted with a minimum of 6 (six) mm diameter bolts.
11.2	**NOSE WINGS**
11.2.1	Nose wings shall not exceed 610 (six hundred and ten) mm x 610 (six hundred and ten) mm Center foil/Blade
11.2.2	Nose wing end plates shall be a maximum of 610 (six hundred and ten) mm wide x 300 (three hundred) mm in height

SUPER SALOONS SS

	A Competitor must have turned 15 (fifteen) years old to be able to compete in this class.

SS 1 ELIGIBILITY OF VEHCILE AND BODIES

1.1	Any saloon, GT or Coupe type car or body replicated, semi or full space framed version may be used. Station Wagons and Panel vans are prohibited
1.2	LDV's bodies may be used with a 1 (one) ton maximum capacity
1.3	Front and rear wheel drive vehicles are permitted
1.4	Bodywork must be centrally placed on the chassis; it may not be offset
1.5	Any drive train, cooling system, axle or brake components may be used
1.6	The vehicle maybe converted from right hand drive to left hand drive

SS 2 GENERAL SAFETY

2.1	All other items not noted under the class regulations shall be adhered to under the Race, ~~Regulations and~~ technical & construction regulations.
2.2	This is a Non-Contact racing Class
2.3	All joints in the construction of the vehicle are to be welded correctly
2.4	Sump, Gearbox and differential plugs are to be lock wired securely
2.5	Dual return springs on are to be fitted to the throttles, to prevent the throttles from jamming/becoming stuck

SS 3 ENGINE

3.1	Any Modification may be made to engine and gearbox
3.2	Only 6 (six) and 8 (eight) cylinder engines with a maximum of 360 (three hundred and sixty) cubic inch capacity are permitted.
3.3	Turbo Chargers, Super Chargers are ~~free~~ permitted to be fitted on 6 (six) cylinder engines only
3.4	Flywheels and clutches free
3.5	The vehicle must be self-starting
3.6	Alternators and charging systems are free
4	**ENGINE POSITION**
4.1	Mid mounted engines are not permitted
4.2	The rear face of the engines, where the bell housing and engine meet, may not be more than 1000 (one thousand) mm the center line between the two front wheels

SS 4 BRAKES

5.1	Brakes on all four wheels are compulsory
5.2	No ABS or electronic driving aids permitted
5.3	Brake balancing is permitted
5.4	Aftermarket brake calipers may be used – Total pots per caliper are free
5.5	Multiple calipers are permitted
5.6	Aftermarket Pedal boxes may be used
5.7	Brake master cylinders are free

SS 5 CONSTRUCTION AND ROLL CAGE

6.1	Refer to the technical regulations
6.2	No Engine offset is allowed

SS 6 DIMENSIONS AND WEIGHTS

7.1	6 (six) cylinders vehicles weight is a minimum of 950 (nine hundred and fifty) kg including driver
7.2	6 (six) cylinder vehicles with Turbo chargers minimum weight is -1000 (one thousand) kg including the driver
7.3	8 (eight) cylinder vehicles minimum weight is 1050 (one thousand and fifty) kg including the driver
7.4	The maximum width permitted for the vehicle is 2200 (two thousand two hundred) mm
7.5	The maximum wheelbase permitted is 2900 (two thousand nine hundred) mm
7.6	All four (4) wheels must fit within the body of the vehicle

SS 7 CARBURATIONS AND FUEL PUMPS

8.1	Fuel Injections systems are permitted
8.2	Carburetors are free
8.3	slide throttles are not permitted
8.4	Fuel pumps are free

SS 8 EXHAUST

9.1	All piping to be secured with saddles. To prevent Exhaust pipes from coming free.
9.2	Exhaust tail pipes passing out the side of the vehicle may do so at a maximum height of 450 (four hundred and fifty) mm measured from the top of the pipe to the ground and must be level or facing downwards.
9.3	Exhaust Manifold Branches are free

9.4	Exhausts must have a silencer fitted, and must comply with noise level restriction of 108 (one hundred and eight) decibels

SS 9 FUEL

10.1	Methanol, Ethanol (50/50 pump/fuel/Ethanol blend), Avgas, Racing fuel and Pump Fuel is permitted with no performance enhancing additives. Lubricating additives may be added to Methanol and must be reflected in the competitors sign on sheet by listing the additive and mix ratio
10.2	No nitro “No2” allowed
10.3	Methanol lubricants may be used such as Castrol R40 or Castro Oil

SS 10 STEERING AND SUSPENSION

11.1	Steering racks and steering boxes are free, quick ration versions may be used
11.2	Suspensions design is free
11.3	Shocks are free
11.4	Competition Springs are permitted
11.5	Rose Joints are permitted
11.6	Only 4 (four) shocks permitted – one (1) per corner
11.7	Suspension may be designed with an offset

SS 11 BUMPERS

12.1	Original steel bumpers are permitted on original steel body cars
12.2	Internal bumpers on space frames refer to the technical Regulations
12.3	Only Plastic or Fiberglass bumpers not exceeding 3 (three) mm thickness may be fitted externally for cosmetic purposes only, no steel reinforcing permitted
12.4	No piping is to protrude outside of the bodywork.

SS 12 WHEELS AND TYRES

13.1	Tyres are free
13.2	Rim sizes from 13” (thirteen inch) to 16” (sixteen inch) diameter with a maximum width of ~~and up to~~ 11” (eleven inches) wide are allowed
13.3	Competitors are restricted to 6 (six) tyres for the entire annual National Championship series

SS 13 WINGS

14.1	Wings are optional
14.2	Wing designs, positioning and sizes are free with the following restrictions
14.3	Wing may not protrude beyond the side of vehicle
14.4	Wing Endplates may not exceed 500 (five hundred) x 500 (five hundred) mm, and may be offset to each other
14.5	Dirt wings are allowed

SPRINT CAR SC

	A Competitor must have turned 15 (fifteen) years old to be able to compete in this class.

SC 1 ELIGIBILITY OF VEHICLE/BODIES/NUMBER

1.1	Single seater, American Sprint Car;
1.1.1	Vehicle with a front mounted"V8" pushrod engine;
1.1.2	Vehicles with or without a wing are permitted
1.1.3	Vehicle type is free, provided the vehicle stays within international accepted sprint car standards;
1.1.4	Closed body panels are required on both front and rear sections;
1.1.5	Body panels may be made of either fiberglass or sheet metal and must be constructed to retain the traditional midget/sprint car profile;
1.1.6	The bonnet and tail piece may be constructed of fiberglass or any other composite material;
1.1.7	No vehicle will be allowed to enter a race without a bonnet and tailpiece fitted;
1.2	**Number:**
1.2.1	A number shall be placed on both sides of the tail section of the vehicle;
1.2.2	A number shall be placed on the horizontal section of the top wing;
1.2.3	A number shall be placed on the ~~top right-hand side~~ of the top wing endplate on the outside of the vehicle; Minimum of 350 mm in height.

SC 2 SAFETY

2.1	All other items not noted under the class regulations, shall be adhered to under race regulations. and technical & construction regulations;
2.2	This is a Non-contact Racing Class;
2.3	All joints in construction must be welded properly;
2.4	Sump, gearbox and differential plugs are to be lock wired securely;
2.5	Dual springs on throttles are to be fitted
2.6	Vehicles shall be fitted with anti-submarine type (five or six point) safety belts as per MSA GCR 239;
2.7	It is Highly recommended to wear neck braces;
2.8	Wrist restraints or safety nets optional;
2.9	Seats must be constructed in such a way to protect the right-hand side of the driver's body;
2.10	A Floor pan is compulsory under the driver's feet;
2.11	A Clip-off-steering wheel is compulsory;
2.12	Radiators must be fitted between chassis beams;

SC 3 ROLL CAGE

3.1	The chassis frame may be constructed of round chrome-moly or similar strength steel ;
3.2	Chrome-moly is subject to the use of the same minimum sizes;
3.3	The chassis shall be round tube only;
3.4	The minimum dimensions for the chassis and roll cage materials are: (As per construction rule)
3.5	The Sprint Car roll cage must be as per FIA Appendix J and MSA GCR 239
3.6	No alloy aluminum or composite material will be allowed for the frame or roll cage;
3.7	Local and imported frames are allowed; The roll cage must comply with SC 3.5 above.
3.8	A cross brace is highly recommended;
3.9	The minimum clearance of 50 (fifty) mm must exist between the driver's helmet and any part of the roll-cage, if a drivers head is above the roll cage, a halo must be fitted;

SC 4 BUMPERS

4.1	Front and rear bumpers are compulsory, no solid steel bumpers are permitted, 2 (two) mm wall round tube must be used;
4.1.1	The shape of the front bumper is optional, but may not protrude beyond the width of the chassis at the front, maximum 25 (twenty-five) cm forward;
4.1.3	The fitment of shock absorber protectors is permitted, provided that they are constructed behind the line between the two (2) front tyres with no sharp edges protruding; The ends must be turned back to the chassis
4.1.4	RESERVED
4.1.5	The bumper/ push bar shall be designed in accordance with the body shape and must protect the fuel cell;
4.1.6	The rear bumper/push bar mounting points may not exceed the width of the chassis at the rear; The rear vertical element of the bumper shall mount to a solid point on the vehicle or the other vertical elements;
4.2	**Nerfbars;**
4.2.1	Nerf bars must be fitted to both sides of the vehicle The nerve bars shall:-
4.2.2	Be constructed of pipe with a maximum measurement of 25 (twenty-five) mm x 2 (two) mm; Be designed to protect the full width of the rear wheels of the vehicle; Bolt on to the vehicle;
4.2.3	It may not protrude more than 50 (fifty) mm past the outside edge of the rear wheels; It may Not be more than 50 (fifty) mm inside the outside edge of the rear wheels; The nerve bar may not be covered in any manner
4.2.4	Single or twin tubes may be used to construct the nerve bar assemblies however the upper bar, if at win tube system issued, may not extend above a line drawn between the front and rear wheel hubs;
4.2.5	The nerve bar may be closer to the chassis in front and become progressively wider at the back

SC 5 BRAKES

5.1	The vehicle must have effective operational braking power on a minimum of 3 (three) wheels; A single brake caliper on a solid one (1) piece rear axle shaft is permitted;

SC 6 CAR CONSTRUCTION

6.1	Refer to the regulations as specified elsewhere;

SC 7 DIMENSIONS AND WEIGHTS

7.1	The maximum track front wheel shall not be more than 2050 (two thousand and fifty) mm;
7.2	The maximum track measured from the outside of the left rear wheel to the outside of the right rear wheel shall not be more than 90 (90) inches. (Not more than 2286 (two thousand, two hundred and eighty-six) mm);
7.3	The maximum wheelbase is 2286 (two thousand, two hundred and eighty-six) mm (90 (ninety) inches);

SC 8 IGNITION/ENGINE MANAGEMENT

8.1	Engine management systems are free;

SC 9 ENGINES

9.1	Any make of V8 Pushrod Engine is allowed;
9.2	No engine will be allowed in excess of 410 (four hundred and ten) cubic inches with a tolerance of 1,47 (one point four seven) % up to 416.02 (four hundred and sixteen point zero two) ci
9.3	Engine Cylinder blocks are free
9.4	No turbo chargers or superchargers are allowed;
9.5	The engines may be built according to the open engine regulations found at CR17 above, Internal modification within the engine is permissible;

9.5	No transverse mounted engines are permitted. The driver must be seated behind the engine

SC 10 EXHAUSTS

10.1	No silencers are required on sprint cars providing that the cars meet the required noise levels allowed by MSA regulations and those of the promoters;

SC 11 FUEL/CARBURETTORS/FUEL INJECTION

11.1	Only methanol is allowed;

SC 12 IGNITION/ENGINE MANAGEMENT

12.1.	Engine management systems are free;
12.1.2	Fuel injection throttle bodies and carburetors are free subject to listed regulations listed below; Down port injection is permitted
12.1.3	The use of Nitrous oxide or water injection is not permitted;
12.1.4	Swirl pots / anti surge tanks are permitted, provided that they in no way aid fuel cooling; No fuel cooling whatsoever is allowed;
12.1.5	Fuel pressure regulators are permitted;
12.1.6	Induction and ram tubes are free unless specified by a class regulation;
12.1.7	Fuel and air filters are free and may be fitted at the discretion of the competitor Fuel pumps are free in respect of means of operation and capacity;
12.1.8	Mechanical fuel injection systems are permitted
	Fuel Injection
12.2	Fuel injection systems and intake manifolds are free of restriction
12.2.1	Competitors may elect to install two injectors per cylinder in classes where fuel injection is permitted, provided they operated from a single controlling source;
12.2.2	No secondary injection systems are permitted,
12.2.3	Fuel cell systems may be constructed from a rubber bladder or aluminium and must be covered by fibre glass or plastic material;
12.3	**Ignition**
12.3.1	The ignition regulations are specified with in each class regulation;
12.3.2	In all cases where standard (original equipment) or specified ignition units are stipulated these units shall remain completely unaltered. Any sign of tampering or unauthorized modification will be regarded as cheating;
12.3.4	Where standard ignition is stipulated all the sensors that make up the ignition system shall be standard parts specified for the particular engine utilized. The crankshaft position sensor may be removed from the flywheel and replaced with a timing disc and pick-up at the crank shaft pulley; In this case steps must be taken so that the unit can be sealed by the technical team;
12.3.5	The ignition system must be visible and accessible for removal. The technical consultant is authorized to check the unit and the wiring at any time during an event;
12.3.7	All engines must have a fixed T.D.C. mark on the front of the engine; Aftermarket ignition is permitted unless prohibited in a class;
12.3.7	Ignition systems may in corporate rev limiters and may be programmable for timing only;
12.3.9	Engines that do not have distributors in standard donor form must use a sensor on the crank shaft pulley or crank shaft damper only;
12.3.10	Any electronic device that controls more than just the supply of spark to the engine (and the permitted rev limiting function) is deemed to be an engine management system;

SC 13 ELECTRONIC/ENGINE MANAGMENT

13.1.	Whenever the regulations allow engine management systems these systems are (unless otherwise stated) limited to systems that are sold, serviced and supported in South Africa;
13.2	No system that would permit any form of traction control or administer any form of control over the braking system is permitted. ABS brakes are not allowed;
13.3	No electronic attachments or sensors may be affixed to the axles or wheels;
13.4	In all cases all auxiliary inputs and outputs should have values set to have absolutely no effect on the operation of the engine, gearbox, differential or brakes;
13.5	The system shall have a plug where a computer or controller can be plugged in to the system;
13.6	Telemetry systems are not permitted. DATA LOGGING is defined to be the recording of engine information such as temperature and pressure in electronic format capable of being accessed by computer. Displays indicating such information are permitted;
13.7	The control unit for the ignition / engine management may not be connected to carburetors, brakes, manifolds, gearbox, drive train or wheels through means other than the permitted sensors;
13.8	The unit as well as all wires connected thereto shall be visible and accessible for removal;

SC 14 STEERING AND SUSPENSION

14.1	Suspension design is free; Springs are free;
14.2	Coil Springs must be tied to the main frame by steel cable;
14.3	Only torsion bar, coil over and cross over leaf springs are allowed on the front suspension; The front axle must be solid steel. No independent suspension will be allowed;
14.4	Any rear axle system will be allowed as long as it is a solid axle–no independent suspension will be permitted;
14.5	No wires may be attached to the rear axle;
14.6	No electronic device to aid traction or electronic traction control will be allowed; Competition springs are permitted;
14.7	The use of rose type joints is permitted; Shock absorbers are free. Power steering's' are permitted;
14.8	Suspension may be designed with an offset;

SC 15 TRANSMISSION

15.1	Any Gearbox/Slider are permitted; Only rear wheel drive is permitted;

SC 16 WHEELS AND TYRES

16.1	Rims size at Maximum 15" diameter; 15" American Racer tyres only to be used ~~sizes~~ available from ATS Motorsport only LEFT FRONT 23.5/10.0 x 15 RIGHT FRONT 24.0/11 x 15 LEFT REAR 25.0 or 25.5/13.5 x 15 RIGHT REAR 28.0/17.0 x 15
16.2	Compound of these tyres is optional to a minimum compound of m28 and a maximum of m132 for National Championship events
16.3	No number of Tyre restrictions as per the regulations as set out above, American Racer only;
16.4	An alternative tyre size may be used if the supplier or manufacturer does not have the specified size available, until the correct tyres are restocked.

SC 17 WINGS

17.1	Wings to comply as follows:
17.2	Wings must be bolted on and not welded into position; Only a single nose wing and a single top wing are permitted;
17.3	Wings must be bolted on and not welded into position; Only a single nose wing and a single top wing are permitted;
17.4	The wings may not protrude outside the wheels adjacent to them;
17.5	The front wing must fit within the confines of the front wheels and front bumper; The top wing must fit within the confines of the rear wheels;
	Top Wing side panel sizes;
17.6	From Top to Bottom – 32 (thirty-two) inch From Front end to Rear – 73 (seventy-three) inch
17.7	Any shape or design is permitted;
17.8	The maximum size shall be 4000 (four thousand) square inches after assembling and as ready to race; The following applies to nose wings
17.9	The maximum size shall be 900 (nine hundred) square inches after assembling and as ready to race; Adjustment of wings whilst car is in motion is permitted;

NHT 1 NATIONAL HOTROD REGULATIONS 2026

The National Hotrod Tour is run under Speedspot Promotions SA (Motorsport South Africa) and unless otherwise stated, all Rules and Regulations of MSA apply.

NHT 1	HOTROD TOUR SCHEDULE
1.1	2 May 2026 – Richards Bay Round 1
1.2	6 June 2026 – **Star Raceways** Round 2
1.3	8 Aug 2026 – The Rock Round 3
1.4	**3 Oct** 2026 – **Bosveld Wedren Klub** Round 4
1.5	7 November 2026 – Ultimate Outlaws Round 5

NHT 2 TOUR EVENT FORMAT

NHT 2	Brief Overview
2.1	Championship will consist of 5 (five) Rounds to be held at Richards Bay, Bosveld, Rock Raceway Star Raceway Vereeniging
2.2	The grid positions at each round will be determined by a draw and invert system using 2/3 (two third) grid. The points from the final of each round will be used to determine the 2026 Champion
2.3	Only Competitors who have participated in a minimum of 2 (two) rounds of the first 4 (four) rounds may participate in the 5th (fifth) round.

NHT 3 DRAW FOR HEATS

3.1	All Competitors must attend a compulsory Drivers Meeting. A penalty may be given at the discretion of the CoC
3.2	The entry list will be divided into three (3) equal groups during the draw, and the Competitors will draw for their respective starting positions.
3.3	The 2/3 (two third) grid positions system will be implemented.

NHT 4 HEATS

4.1	All Competitors must attend Drivers Briefings. A penalty may be given at the discretion of the CoC
4.2	The entry list will be divided into three (3) equal groups during the draw, and the Competitors will draw for their respective starting positions.
4.3	RESERVED

NHT 5 FINAL RACE AT EACH QUALIFYING ROUND

5.1	Points from Race/Heat 1 (one), Race/Heat 2 (two) and Race/Heat 3 (three) determine the grid for the Final.

NHT 6 LAPS

6.1	Races/Heats will consist of 20 (twenty) Laps.
6.2	The Final will be 30 (thirty) Laps.
6.3	The First 8 (eight) laps of yellow flags, do not count towards race Laps in the Final whereafter that they **WILL** count toward race Laps.
6.4	Only under extreme circumstances may the Clerk of the Course call a race result without the prescribed number of laps being completed.

NHT 7 POINT SCORING

7.1	Race/Heats and Final – 30,29,28,27,26
7.2	Only Points scored in the Final will count towards the Championship.
7.3	Competitors will discard their worst score from the first (1st) 4 (four) rounds in the Championship
7.4	A DNE, DQ and Final where a Penalty is applied may not be discarded.
7.5	The points scored in the Final at Round 5 (five) may **NOT** be discarded.
7.6	Any tie for Points before the Final will be decided by a draw between the affected Competitors
7.7	Any tie for Championship points will be broken by the finishing positions of the Final during the 5th (fifth) round
7.8	The Competitor who sets the fastest lap in the Final at each round will score 1 (one) point which will be added to their respective Championship scores. This point will not be discarded when throw away points are factored into the Championship.
7.9	Throw away scores are factored into the Championship after the 3rd (third) round and remain a factor for the remainder of the Championship

NHT 8 AWARDS

8.1	The winner of the leg will be the Competitor that wins the final.
8.2	Trophies will be awarded to first 3 (three) over the line in the final subject to race infringements and technical transgressions.
8.3	The Top 3 (three) Pro Am Competitors will also receive trophies after the event based on their positions in the Final.
8.4	If the final cannot be completed the trophies will be awarded on points, provided that 50 (fifty) % of the event has been completed, and that each competitor has had a chance to compete in an equal number of races.
8.5	This will be done in the Clubhouse after the event
8.6	Ties will be spilt using finishing positions at this point.
8.7	The points will be used to establish the predicted finishing positions for the final. i.e. Competitor with most points will be awarded 30 (thirty) points towards Championship etc

NHT 9 TYRE ALLOCATION

9.1	Each Competitor must log a maximum of 4 (four) new tyres for the first round of the 2026 Championship in which he/she participates. (max 4 (four) new and 2 (two) used previously logged)
9.2	For each round thereafter an additional 2 (two) tyres (new or old) may be logged.
9.3	Tyres are restricted to max 6 (six) tyres at each round.
9.4	Tyres are to be logged between 10am and 1pm at the Scrutineering Bay on the day of the event.
9.5	Any Competitor participating in any of the Heats or a Final without a logged tyre will be excluded from the event.

NHT 10 ENTRYS AND ENTRY FEE

10.1	Entry Fee per event to be R750.00 (seven hundred and fifty) per event. Any Competitor who is unable to afford the entry fee may approach Michelle for confidential dispensation.
10.2	Entry Fees are payable to the National Hotrod Tour and not The Host Club.
10.3	Reserved
10.4	Entries close one week before an event. An Entry without an entry Fee cannot be accepted.
10.5	Any Competitor failing to enter in time will start both races/heats from the back of the grid in their respective Group and the Final from the back of the grid.
	A Competitor who enters but does not arrive to race will forfeit his/her entry fee.

NHT 11 IN CAR FOOTAGE

11.1	Competitors may only approach Officials to discuss an incident if they are in possession of their own In-Car footage of the said incident

NHT 12 MY LAPS TIMING SYSTEM

12.1	A Computerized lap timing system will be in place for 2026.
12.2	This system consists of a transponder to be attached to all cars on the driver's side sissy bar down pipe and placed within the inside of the vehicle structure.
12.3	The Scrutineer can assist with the correct placement of the transponder upon request.
12.4	Competitors are responsible for ensuring the transponder is being 'picked up' by the system.
12.5	It is compulsory to have the Transponder fitted from the start of practice of a Tour leg.

NHT 13 RACE REGULATIONS

13.1	Competitors are reminded that they have the right to protest any decision made by the officials, if they feel aggravated as per the relevant MSA GCR's, unless these regulations stare that matter "IS NON PROTESTABLE" See MSA GCR 197
13.2	Competitors are reminded that they are responsible for their immediate family and pit crew.
13.3	Competitors are reminded that if they threaten to load their cars during an event, they will be expelled from the Tour with immediate effect.
13.4	Any negative social media post whether it is e.g.. Facebook, Instagram, WhatsApp etc., will see a competitor expelled from the Hotrod Tour with immediate effect
13.5	Any Competitor, family members or crew making derogatory comments about the Tour or fellow competitors will result in the said Competitor/s being expelled with immediate effect from the Tour.
13.6	Competitors may only participate in the respective races/heats in which they were drawn.

NHT 14 RACE REGULATIONS – STARTING PROCEDURE

14.1	During race/heats the cars will line up in single file, after warmup, in their race order.
14.2	The grid Marshal will show Competitors to cross and all gaps must be filled. It goes without saying that if a competitor is missing, the entire grid will move up by alternating between the Inside grid slot and the outside grid slot. If position 3 (three) is missing position 4 (four) becomes position 3 (three), position 5 (five) becomes 4, and so one
14.3	During the Final all open slots will be closed by re allocating the grid positions as per 14.2 above

NHT 15 RACE REGULATIONS – RE START PROCEDURE

15.1	First lap incidents will be restarted in original positions. Competitors will close gaps left by Competitors who cannot make the restart and will start according to the displayed Signs that say either.
15.2	**''Total Restart – Original positions"** or **"Single File Restart – Original Positions"**
15.3	Incidents after the leader has completed the first lap will be restarted in single file and and competitors assume the position they take as they re-join after the incident. This will be indicated by the display of a sign. **'' Single File Restart – Hold Positions"**
15.4	Once the field is circulating at idling speed the following sign will be displayed **"Lapped Vehicles Must overtake"**
15.5	This allows lapped Competitors to overtake and join at the back of the circulating grid

NHT 16 RACE REGULATIONS - INCIDENTS

16.1	The CoC is encouraged not to use yellow flag during races if the incident is off the racing line or can be cleared before the next lap.
16.2	All Competitors involved in an incident must re-join safely as quickly as possible and continue racing.
16.3	Where a yellow flag is necessary for a first lap incident all Competitors must assume their original starting position which will be indicated by a Board (refer to 15.2).
16.4	Where a yellow flag is necessary for an incident after the first lap, all Competitors involved in the incident, must re-join the race at the point where they left the circuit (refer 16.2). They may not weave their way through the circulating cars to assume their position before the incident. The CoC must place such a competitor at the back of the grid before the re-start.
16.5	RESERVED
16.6	Where a red flag is necessary all Competitors will be placed in their positions at the end of the lap preceding the incident for the re-start as indicated by the timing system.
16.7	The CoC may act against the Competitor who was responsible for the incident. This could mean exclusion or placed at the back of the grid. Further penalties can be applied after the race/heat.
16.8	Any competitor requiring outside assistance will restart at the back of the field.

NHT 17 REPAIR TIME UNDER RED FLAG CONDITIONS

17.1	Minor Repairs are permitted under Red Flag conditions only. These repairs include punctures, removing dragging body parts, attaching lose spark plug leads etc.
17.2	Reserved
17.3	Only Competitors who were racing at the time of the incident may use this opportunity as per 17.1 above (a competitor parked in the infield for earlier incident may not use this opportunity)

17.4	Repairs will take place in the pitlane off the circuit and must be complete by the time the Officials are happy for the Race to be restarted. Officials **may not** extend this period to allow Competitors extra time to carry out repairs.
17.5	The cars under repair may not prevent the pit gate from closing as the gate will be closed regardless of the status of the repaired cars at the point where the Officials are happy for the race to be restarted.
17.6	All Competitors using this opportunity to repair their cars will take the restart from the back of the grid in the order that they have rejoined after effecting repairs ie first come first served.
17.7	Any Competitor, who has affected repairs under the red flag, making their way through the grid to take up their original position from before the incident, will be excluded.
	The Competitor who was the cause of the red flag may not use this opportunity to effect repairs.
17.8	Race Officials including the Scrutineer/TC have the right to remove any Competitor from the pit lane if it is apparent that the nature of repairs needed cannot possibly be completed in the period it takes to return the track to race conditions.

NHT 18 PRACTICE

18.1	Official Practice will take place on Friday (Saturday when racing is on a Sunday) from 14h00 to 20h00.
18.2	Times may be adjusted

NHT 19 AUTHORITY OF COMMITTEE

19.1	The Tour Committee reserves the right to decide for which the MSA Regulations, General Construction Regulations, Specific Class Regulations and 2026 Tour Regulations does not make provision. The Committee will consult with MSA though the responsible Sport Coordinator before making a final decision that will be Final.

NHT 20 IDENTIFICATION OF PRO- AND PRO-AM COMPETITORS

20.1	The Competitors will be responsible to mark their wings accordingly.
20.2	Pro Competitors – Black wing endplates with white numbers
20.3	Pro-Am Competitors – White wing endplates with black numbers.
20.4	Other designs of various colours may be displayed on the wings

NHT 21 PENALTIES

21.1	Penalties awarded on the night will be factored into the points before the final, therefore influencing the grid position for the final.
21.2	Where disputes remain unresolved before the final the respective Competitors will take their positions for the final without a penalty for the respective incident. Penalties issued after the final are reflected against the Championship and not against a specific event.

NHT 22 TOUR CHAMPIONS

22.1	For the Tour to achieve Championship Status at least 60 (sixty) % (3 Legs) must be held. The Winner of the 2026 National Hotrod Tour will be the Competitor who scores the most points, including points for fastest race laps, after the drop scores as per NHT 7.3 are factored in.