



**2026
MSA STANDING SUPPLEMENTARY
REGULATIONS**

**GT SPORTS AND SALOONS CLUB
CHAMPIONSHIP REGULATIONS**

VERSION 3

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2026 GT SPORTS AND SALOONS CHAMPIONSHIP

REVIEW AND AMENDMENTS

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

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

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 3 H ART 5	23.07.2026 05.06.2026	23.07.2026 05.06.2026	Regulation added Breakout times amended

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INTRODUCTION:

GT Sports and Saloons (GT SnS) is a category of circuit car racing conceived and promoted by Zwartkops. The aim is to provide fun competitive racing that is appealing for the spectators as part of the Extreme Festivals.

1. OBJECTIVE

- a. To provide racing that is rewarding for the competitor and sponsors, and exciting for the spectator.
- b. To showcase modern cars and recognisable brands.
- c. To declare annual club winners per class and an overall club champion.

2. ELIGIBILITY OF COMPETITOR

- a. GT SnS is an invitation series where the GT SnS committee (the Committee) reserves the right to accept or decline any membership/entry as per GCR 99.
- b. All Competitors must hold a minimum of a current club circuit racing MSA licence
- c. Age requirement as per SSR1.
- d. Everyone who takes part in the series must be a paid-up member of the club.
- e. Any driver/car/tyre combination that has posted a time quicker than a 1.06:000 at Zwartkops, or 2 seconds quicker than the breakout time at any other circuit, in any series, is not eligible to take part in GT SnS.
- f. The Committee reserves the right to mandate the tyre (either semi- or full slick) that a competitor races on to ensure further participation in a specific class.

3. ELIGIBILITY OF VEHICLE

- GT SnS is an invitation series where the Committee reserves the right to accept or decline any entry. Vehicles will be considered based on the following criteria:
- a. The vehicle must be based on a production model (no spaceframe or racing specials).
 - b. No Rotary engines allowed.
 - c. All vehicles must meet MSA circuit racing safety requirements. (I.e. roll cage, fire extinguisher, etc.).
 - d. The vehicle must be presentable and conform to the aesthetical standards strived for by Extreme Festival.
 - e. No in-car lap timing equipment (of any sort) is allowed during any official session, qualifying or any race. The onus is on the driver of any car, equipped with a timing device, to satisfy the committee/scrutineers with compliance to this rule; this includes no electronic pit to car communication. **Transgression of this rule will result in exclusion from the championship, and all points will be forfeited.**
 - f. Tyre warmers are not allowed.
 - g. All vehicles will display the series sponsors decals on their vehicles in the correct position –for those who take part in more than one series, you will still need to carry the series sponsor decals, the front windscreen decal will need to be on the windscreen (top or bottom) or on the roof directly above the top windscreen decal already on your vehicle. Failure to display the series decals may result in exclusion from the results.

h. Tyres – Where the Committee requires a competitor to compete exclusively on semi-slick tyres as a condition of continued participation in the series, the following provisions shall apply:

1. All tyres entered as semi-slicks must retain a visible tread pattern covering not less than 12% of the total contact patch when new, as supplied by the original manufacturer.
2. Tyres may not be grooved, regrooved, recut, buffed, shaved or otherwise mechanically altered from their original manufacturer's specification or sale condition to modify the tread pattern or increase performance.
3. The following tyres, although they may carry a DOT approval or road-use marking, shall not be recognised as semi-slick tyres within the 111 GT Sports & Saloons category and will be deemed slick tyres for the purposes of these regulations:
 - Hoosier A7
 - Hoosier R7
 - Pirelli P Zero Trofeo Track
 - Toyo Proxes RR
 - Hankook Ventus Z214
 - Any other tyre of similar design, construction or intended competition use, as determined by the Organisers and/or Technical Commissioner.
4. The organisers and/or appointed Technical Commissioner reserve the right to inspect and determine the eligibility of any tyre at any time. The burden of proving tyre eligibility rests with the competitor.

5. CLASSES

- a. The Committee will allocate a competitor to a class.
- b. The Committee shall have the right to change a competitor's class in its sole discretion, at any time.
- c. Class allocation will be done according to the timing guidelines set out below.

6. TIME-BASED CLASSES:

There are two classes with the following minimum times:

CIRCUIT	CLASS GT A	CLASS GT B
Zwartkops	1.07	1.09
Phakisa	1.49	1.52.3
Midvaal	1.10:4	1.12:5
RSR (Clockwise)	2.05	2.08
RSR (Anti Clockwise)	2.07	2.10
Dezzi	1.28	1.30.6
East London	1.28	1.30.6
Aldo Scribante	1.05.5	1.07.5
Kyalami	1.59	2.02.5

At any new circuit (or first time visit for the series) and where the times need adjusting, class times will be posted on the official notice board.

a. Breakout

- Once allocated to a class the competitor remains in that class unless he/she breaks out or applies to the committee to change class.
- A class change to a higher class will be immediate upon breaking the lap time for class GTB. For example: if you are in class GTB and you record a time in qualifying, race1 or race 2 faster than the class breakout you will automatically move up to GTA and will be scored as such for the total event.
- A Competitor may, after the race meeting, within 72 hours of completion of the event, apply to the committee in writing, supported by good reason, to change from a higher class back to a lower class for the following event.
- Moving back down a class may only be granted once per year and only if the competitor only broke out on one lap by less than 0.5 sec. The same immediate breakout rule (above) thereafter will still apply. Any points scored in the higher class will be carried back to the previous class in full.

- b. Class GTA:** If a competitor records a lap time faster than the lap time specified in point 5 above in qualifying by more than 0.5 sec a 5 place penalty will be imposed for the grid for race 1. If a competitor breaks out in a race, by more than 0.001s, he/she will receive a time penalty of 1 sec per racing minute which will be added to the total race time. If a competitor records a lap time faster than the lap time specified in point 5 by more than 1.0 sec in either race or in qualifying the competitor will be disqualified from that session.

7. CHAMPIONSHIP SCORING

- a.** Points will be scored for each race separately and for each class separately. The points awarded will vary according to the number of competitors per class, as follows:
- i. 4 competitors or more in class: 10 8 6 5 4 3 2 1 o 3 competitors or less in class: 8 6 5
 - ii. 2 competitors or less in class: 6 5
 - iii. Full points will be awarded for all races not hosted at Zwartkops or RSR, regardless of the number of entries per class.
- b.** All other competitors classified as finishers in the results published by the organisers of the meeting get 1 point.
- c.** All competitors at an event will score additional points for partaking in the event as follows: a competitors 1st event= +1 additional point; 2nd event = +2 additional points; 3rd event = +3 additional points; up to a maximum of 5 additional points per event, thereafter.
- d.** To qualify to score points, and be counted as a competitor in the event, or class, you must complete a lap in any official timed session of the race meeting (practice, warm up, qualifying or a lap in either race).

8. CLASS CHANGES

- a.** If a competitor changes class, then, based on the below table he/she will carry the specified percentage of points to the higher class.
- i. At or before 3rd Event 100%
 - ii. 4th Event 90%
 - iii. 5th Event 75%
 - iv. 6th Event 65%
 - v. 7th Event or later 0%, (still count in the previous class, new points scored count in new class).

- b. Example: A competitor usually competes in class GTB but exceeds the minimum lap time at the fifth **event** which puts them into class GTA. This competitor will carry 75% of his/her points into class GTA.
- c. All races score points and count towards the overall championship.
- d. 66% of the race will need to be completed to be classified as a finisher.

9. DRIVER CONDUCT:

Guidelines for CoC and Officials of the meeting:

- a. Any competitor who disadvantages another competitor by bumping said competitor's vehicle, even unintentionally, which results in the loss of a place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised to finish behind the competitor that was disadvantaged.
- b. More severe penalties will be applied in the case of repeat offenders.
- c. The vehicle ahead of any other vehicle in any "train" of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking maneuver.
- d. The clear objective is that all racing will take place on the tar circuit. Contact of any nature, including so called rubbing, is highly undesirable during racing in the series. The aim is to ensure fast, competitive motorsport, where drivers use their skills to win races and championships on the track. The situations dealt with herein, relate to the behaviour of drivers in very competitive situations. The document is aimed at influencing drivers to race competitively but without destroying their own and/or other competitors' vehicles and serves to provide the CoC of the day with guidelines to apply consistent penalties if required.
- e. **Yellow Card System – Officials of the meeting may issue yellow cards to drivers, and ensure the committee gets the official documents of the offence/s.**
 - i. If a competitor receives a yellow card he or she will be penalised as follows:
 - ii. 1st yellow card: no penalty
 - iii. 2nd yellow card: less 1 point
 - iv. 3rd yellow card: less additional 2 points
 - v. 4th yellow card: less additional 3 points + suspended for the remainder of the championship

10. GRIDS AND STARTS

- a. Qualifying will determine the grid for race1. The finishing order of race1 will be the grid for race2.
- b. A competitor who is competing in another category on the same day may elect to use the time set in that qualifying session for the GT SnS grid and not to set a time in the GT SnS qualifying session, unless adverse weather conditions dictate an unfair advantage.
- c. A competitor who does not set a time in qualifying, or race 1 may apply to the COC to start at the back of the class.
- d. All Starts are rolling starts.

11. TROPHIES

- a. Although points will be scored on a per race basis, trophies are awarded on the combined race times of race 1 and race 2 (or race 3 in the event that there are three races on a day).

12. EXCHANGING CARS AND SPARE CARS

- a. The car used by the driver in his/her first timed GT SnS session of the weekend is the car nominated by the driver for the event. No spare or T-cars allowed.

13. NUMBER OF STARTERS

- a. If there are less than 15 starters the Organisers may decide to combine the GT SnS race with another category to increase the spectator appeal on the day.

14. ADDITIONS AND AMENDMENTS:

- a. Any provision unforeseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of a circular to these rules, issued by the GT SnS Committee.

15. ANNUAL ENDURANCE EVENT RULES

- a. A dedicated rule set for the Zwartkops 200 Race will be issued six weeks prior to the event, due to the unique nature and format of this race