

2027
MSA STANDING SUPPLEMENTARY REGULATIONS

NORTHERN REGIONS
GT SPORTS AND SALOONS CLUB CHAMPIONSHIP REGULATIONS

VERSION 1

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2027 GT SPORTS AND SALOONS CHAMPIONSHIP

REVIEW AND AMENDMENTS

Any proposed changes to these regulations must be submitted to the Championship Controllers for consideration and thereafter to Motorsport South Africa (MSA) for approval. The new version of these regulations will be published by MSA at least seven (7) days prior to the next event being held, unless a shorter notice period is approved by MSA in accordance with GCR 67.

Amendments and updates to these regulations 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*

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INTRODUCTION:

GT Sports & Saloons (GTSnS) is a circuit racing category conceived and promoted by Zwartkops Raceway as part of the Regional Extreme Festival.

The series aims to provide affordable, accessible and competitive motorsport for a wide variety of sports and saloon cars. Through a lap-time-based class structure, competitors of varying experience levels, vehicle specifications and budgets can compete on a level playing field.

With an emphasis on close racing, sportsmanship, safety and camaraderie, GTSnS strives to deliver exciting racing for spectators while fostering a welcoming and inclusive motorsport community where enjoyment and competition go hand in hand.

All race meetings shall be held under the 2027 General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), these Regional Regulations, the event Supplementary Regulations (SRs) and any applicable Circulars of MSA.
NOTE: Whatever is not specifically allowed in these regulations, is disallowed – Refer to GCR 226.

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 1min 06:000 at Zwartkops, or two (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. All vehicles must meet MSA circuit racing safety requirements. (I.e. roll cage, fire extinguisher, etc.).
c. The vehicle must be presentable and conform to the aesthetical standards strived for by Extreme Festival.
d. No electronic pit to car communication.
e. In-car lap timing equipment may be used during official sessions, qualifying and race heats. Competitors must continue to drive safely and fairly. Deliberately slowing, lifting off or otherwise manipulating lap times in an unsafe manner, or impeding or endangering other competitors, may be investigated as a driver conduct offence.
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.

4. 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.
d. The class in which a competitor/vehicle combination competes is carried forward for one year – if a competitor raced in a specific class in 2026, he/she will be allocated the same class for 2027. However, if he/she raced in a specific class in 2025, and did not race in 2026, he/she will race as nominated for their first race in 2027.

5. TIME-BASED CLASSES:

There are two classes with the following minimum times:

CIRCUIT	CLASS GT A	CLASS GT B
Zwartkops	1.07.0	1.09.0
Phakisa	1.49.0	1.52.5
Midvaal	1.10:4	1.12:5
RSR (Clockwise)	2.05.0	2.08.0
RSR (Anti Clockwise)	2.07.0	2.10.0
Dezzi	1.13.0	1.15.0
East London	1.28.0	1.30.5
Aldo Scribante	1.05.5	1.07.5
Kyalami	1.59.0	2.02.5
Killarney	1.18.0	1.20.5
ATCM - Maputo	1.33.0	1.36.0

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 seventy-two (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 five (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 one (1) second 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 SSR 5 by more than 1.0 sec in either race or in qualifying the competitor will be disqualified from that session.

c. Breakout Times and Official Sessions

Breakout times and any associated class changes or penalties shall apply only to lap times recorded during official qualifying sessions and race heats.
Lap times recorded during Friday practice sessions shall not be considered for breakout purposes and shall not result in a class change or breakout penalty.
For the avoidance of doubt, this exemption applies only to breakout penalties and class changes during the race meeting. It does not override the competitor eligibility requirements stipulated in SSR 2(e), which remain applicable independently of the breakout provisions.

6. 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
   ii. 3 competitors or less in class: 8, 6, 5
   iii. 2 competitors or less in class: 6, 5

b) Full points will be awarded for all races not hosted at Zwartkops or RSR, regardless of the number of entries per class.

c) All other competitors classified as finishers in the results published by the organisers of the meeting get one (1) point.

d) 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 five (5) additional points per event, thereafter.

e) 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).

f) Where the championship comprises eight rounds, each competitor's best seven event points totals shall count towards the final championship classification, allowing for one dropped round. Should fewer than eight rounds be held, all completed rounds shall count, with no dropped round permitted.

g) Each event total shall include points awarded under the existing championship scoring provisions, including applicable participation points and penalties.

7. 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.

e. A competitor transferring from GT Sports & Saloons to 111 Sports & Saloons shall not carry any championship points earned in GT into the 111 championships. A competitor transferring from 111 Sports & Saloons to GT Sports & Saloons may carry the applicable percentage of previously earned points into GT according to the existing class-change sliding event scale

8. 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 manoeuvre.

d. Deliberately slowing, lifting off or otherwise manipulating lap times in an unsafe manner, or impeding or endangering other competitors is prohibited

e. 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.

f. **Yellow Card System**

Officials of the meeting may issue Yellow Cards to competitors and shall ensure that the Committee receives the official documentation relating to the offence(s).

The following penalties shall apply cumulatively throughout the championship season:

1. 1st Yellow Card: Deduction of 3 Championship Points.
2. 2nd Yellow Card: Deduction of 6 Championship Points.
3. 3rd Yellow Card: Deduction of 9 Championship Points, together with a mandatory Committee review of the competitor's eligibility to continue participating in the championship for the remainder of the season.

All Yellow Card point penalties shall be deducted from the competitor's final Championship Points total, after any applicable dropped-round calculations have been completed. These penalties shall remain applicable regardless of whether the event at which the offence occurred counts towards the final championship classification.

g. For each race meeting in the 2027 season, a Driver Conduct Panel shall be constituted with one (1) representative randomly selected from each class. The panel may consider and attempt to

resolve driver conduct matters internally where appropriate, without limiting the powers of the Clerk of the Course or other MSA officials. Where an incident involves a competitor from a panel member's class, that member shall take no part in deliberation or decision-making on that incident. Competitors must report any on-track or off-track incident relevant to safety, driver conduct or the event to the appropriate event officials; reporting the incident to a club committee member, preferably the series representative, is also recommended. Serious incidents, safety matters and matters within the jurisdiction of event officials must be referred to the Clerk of the Course without delay. The panel may make recommendations but may not replace or override official MSA disciplinary processes.

9. 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.

10. 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 (3) races on a day).

11. 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.
b. Where it is established that a competitor has deliberately misled the Committee in respect of any driver, vehicle and/or tyre combination, the Committee shall be entitled to disqualify the competitor from the relevant event, notwithstanding the time elapsed since the conclusion of such event. Any such determination shall be made following a formal investigation by the Committee, during which the competitor shall be afforded a reasonable opportunity to respond to the allegations and present any relevant evidence in their defence.

12. NUMBER OF STARTERS

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. This will include the amendments agreed upon at the AGM.

13. 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.
b. This will include the amendments agreed upon at the AGM.
c. GT Sports & Saloons competitors shall vote collectively, three weeks prior to the event, on whether the series will participate in the Zwartkops 200 Endurance Race or compete in two separate sprint races on the day of the event.

The majority vote shall determine the series' preferred format, with all GT competitors participating under the same format.

The final decision shall remain at the discretion of the Organisers, subject to the event programme, scheduling constraints and available track time.

14. SOCIAL MEDIA AND PUBLIC CONDUCT.

Competitors and club members shall not publish or circulate social media posts, comments or other public communications that bring the club or motorsport into disrepute. Alleged breaches shall be considered in context, including their seriousness, accuracy, intent and effect, and shall be subject to a fair disciplinary process. Sanctions may range from a formal warning to exclusion from the championship, subject to the club constitution and applicable MSA rules. Good-faith reporting of safety concerns, legitimate complaints through official channels and fair criticism shall not, merely by themselves, constitute misconduct.

15. ADDITIONS AND AMENDMENTS:

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.