



REGULATIONS AND SPECIFICATIONS FOR THE 2019 NORTHERN REGIONS MOTORSPORT SUPER SALOONS CLUB CHAMPIONSHIP (161689/144)

1. VALIDITY OF THESE REGULATIONS

These regulations will apply for the calendar year 2019

2. CONTROLLERS

The Controllers of the Championship are Motorsport South Africa (hereafter referred to as MSA.) which has delegated control to the MSA Northern Regions Motorsport Committee and the Clubman's Association. The Controllers reserve the right to amend, alter or introduce additional rules and regulations and issue interpretation of these regulations as deemed necessary. The Super Saloons Challenge will be contested in six classes:

3. CLASSES

3.1 Classes will be determined by a breakout time as follows:

A+ Faster than 1.04 at Zwartkops as and when entries permit.

A Faster than a 1.07 at Zwartkops

B Faster than a 1.09 at Zwartkops

C faster than a 1.11 at Zwartkops

D slower than a 1.11 at zwartkops

3.2 At circuits other than Zwartkops, the Clubmans Association committee will determine the relevant breakout time for that circuit and will publish these times in a bulletin before qualifying commences. Winter events 0.5 of a second faster will be allowed , the committee also reserves the right to move the times for a particular event should the weather or prevailing circumstances require them to do so

3.3 If a competitor breaks out by less than 0.5 seconds in his applicable class in an official qualifying session, he will stay in his class but receive a 5 place grid penalty for the first race.

3.4 If a competitor breaks out by less than 0.5 seconds in his applicable class in an official race, he will stay in his class and receive a 15 second penalty for that race.

3.5 If a competitor breaks out by more than 0.5 seconds in an official qualifying session or official race, he will be moved up to the higher class and be scored in that class for the day without receiving penalties.

3.6 A competitor may at any time apply in writing to compete in a class higher than their current class should they feel there is a possibility of them breaking out during the season.

3.7 Should a competitor be re-classed due to a breakout, the competitor may apply in writing to the Clubmans Committee to be moved back to the lower class. The committee will advise of their decision in writing.

- 3.8 Should the chairman, club committee, MSA Northern Regions Committee, event stewards or any appointed judge of fact suspect that a driver is not driving to their full potential or sandbagging, a special meeting of the drivers may be called to collectively agree on a remedy. Such a meeting will be chaired by the series chairman. Such remedy can be but is not limited to a class change, exclusion from results, exclusion from the club or exclusion from the series. Any decisions or results taken will need to be approved or overturned by the club committee or the MSA Northern Regions Committee.
- 3.9 Sandbagging describes someone who underperforms (usually deliberately) in an event. The term has multiple uses, such as a driver who competes in an event in a series below their level of expertise to finish high and score maximum points. The term can also be used to describe a fast driver who holds back during a race to manage a lap time and avoid breaking out. Sandbagging is vehemently discouraged and frowned upon in the series. A driver who may be too fast for his/her class is encouraged to either voluntarily move to the higher class, or mechanically limit the performance of the vehicle so that it still has to be driven to its full potential to remain competitive.
- 3.10 The use of in-car timing systems, of any type or sort is forbidden during an official practice session, official qualifying session or official race in Class A B, and C. If the timing system in the vehicle cannot be completely disabled, the readout must be blanked off or the predictive/ultimate lap signal covered so that it is not visible to the driver during the session. Contravention of this rule will result in penalty which could include but is not limited to a breakout penalty or disqualification. Pit-to-car communication systems are also prohibited during all official sessions as are pit boards prohibited.
- 3.11 Telemetry data and on-board footage from all vehicles, where applicable, must be made available to the technical committee if it is requested by them.

4. TYRES

- 4.1 There is no restriction on the type, make, size or usage of tyres maximum of 4 new tyres per event .

5. NAME

The name of the Championship will be Super Saloons Challenge.

6. THE AIM OF THE CHAMPIONSHIP

- 6.1 The aim of the Championship will be to declare an overall Super Saloons Club Champion and Overall class club champions.
- 6.2 The Championship will be run on a Sprint basis in classes with points scored as detailed under Clause 15.

7. EVENTS TO COUNT

- 7.1 The Challenge will be run over 9 events with all events to count towards the Championship.

8. ELIGIBILITY

- 8.1 The Championship is open to recognizable Saloon Cars, Sports Coupes, or Unitary Construction Pick Ups which comply with the minimum safety requirements detailed below. Hybridized vehicles will be permitted providing that the body shape qualifies as stated.
- 8.2 No single seaters may be converted to saloon cars.
- 8.3 The Championship is open to all holders of valid competition licences issued by MSA and are members of the Clubmans Association.
- 8.4 A competitor will only be allowed to compete in one Class per event.

- 8.5 A competitor will be permitted to change Classes as per GCR 3.6, but points earned in a specific Class remain in that Class, unless the Competitor is moved by the Committee.
- 8.6 The organizers and or The Clubmans Committee reserve the right to refuse an entry should they determine that the vehicle or the driver does not uphold the spirit of Clubmans as a club series.
- 8.7 Vehicles entering the Series for the first time must be inspected by at least two of the Committee members to ensure compliance with both the spirit and technical regulations of the Association.
- 8.8 Minimum number of starters in any race will be twelve (12) for the race to count towards the Championship.

9. ELIGIBILITY OF COMPETITORS

- 9.1 The Championship is open to all competitors holding a valid competition licence issued by MSA and domiciled within the jurisdiction of the MSA Northern Regions and KwaZulu- Natal Regional Motorsport Committees.

10. PROVISIONS

- 10.1 Four Wheel Drive Vehicles
- 10.2 Only Production based four wheel drive cars are permitted.
- 10.3 All non-forced induction rotary powered vehicles must have an adequately silenced exhaust system exiting the rear of the car and not the side of the vehicle.

11. SAFETY REQUIREMENTS

- 11.1 All vehicles must be fitted with mudguards or wheel arch extensions which will cover at least one third of the tyre circumference when measured from the side with the wheels in the dead ahead position, and must cover at least the width of the tyre when viewed from above.
- 11.2 Oil and water radiators may not protrude beyond any body panel of the vehicle. All vehicles must be fitted with at least one brake light.
- 11.3 If the fuel tank is fitted within the passenger compartment, a leak proof firewall must be fitted to separate the driver from the fuel tank.
- 11.4 A full racing harness is required. It is compulsory that the minimum shoulder strap width be three inches. It must be an approved belt.
- 11.5 All oil sump plugs must be wire locked.
- 11.6 An adequate roll cage to prevent the bodywork collapsing in the event of an accident must be fitted. The roll cage must have a "sissy bar" across the driver's door opening. The bar must be a cross design or a minimum of one extra triangulated brace.

12. RACING

- 12.1 Start procedures, finishes and classifications will be in accordance with the 2018 MSA handbook.
- 12.2 Start positions will be determined as follows:

- 12.3 Heat one grid positions will be determined by the fastest to slowest times set in Official Qualifying.
- 12.4 Heat two grid positions will be determined by the fastest lap in heat one inverted by class. The starting order will be A+, A, B, C. The slowest lap recorded in heat one starts first in class and the fastest lap starts last in class. Any competitor who did not set a lap time in heat one will start at the back of the grid.
- 12.5 Starts will be by Rolling Start. Once the lights are out or the MSA flag dropped, the race commences and all competitors are allowed to overtake.

13. SCRUITINEERING

The Association, in conjunction with MSA, will appoint a regular scrutineer who will be able to assist and be responsible for the scrutineering of the Super Saloons.

14. LEGALITY

The Clerk of the Course at his discretion, or on the recommendation of the committee, may impound and check any vehicle for legality.

15. POINTS

15.1 Points will be allocated in Class in each heat on a sliding scale,

15.2 Events 1-3 Events 4-6 Events 7-9

15.3 5 or more starters

Position	1	6	10	12
	2	5	8	10
	3	4	6	8
	4	3	5	6
	5	2	4	5
	6	1	3	4

15.4 4 starters

1	5	8	10
2	4	6	8
3	3	5	6
4	2	4	5

15.5 3 or less starters

1	4	6	8
2	3	5	6

- 15.6 Bonus Points will be issued as follows,
- 15.6.1 no points for attending prize giving
 - 15.6.2 Attendance at the Club Noggin 2 points
 - 15.6.3 Any competitor residing more than 200 kms from the Noggin Venue will be allocated the “Bonus Points” for competing in the race.
 - 15.6.4 Pole Position in Class for Heat One 1 point
16. There will only be Class winners of the Challenge, with 8 events counting towards the Championship.
- 16.1 In the event of a tie in the Championship, the finishing places e.g., number of first or second places etc will be taken into account.
 - 16.2 “Race” will include “official practice or qualifying” vehicles that have mechanical problems during qualifying will be considered to have participated in the event.
 - 16.3 Please note that 10 BONUS points will be issued for all events taking place at a venue more than 150 kilometers from Johannesburg.
- 17. ADVERTISING**
- 17.1 All vehicles will comply with the advertising requirements of the Association in connection with any sponsorship negotiations the Association may enter into.
 - 17.2 All competitors will be required to place the Association Supported stickers, namely the top edge of the Front Windscreen and Competition Number Backing Boards as instructed. The drivers surname must appear on both rear side windows as well as the rear window.
- 18. PROVISIONS**
- 18.1 Any provision not foreseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of an appendix to this circular to be issued by MSA which will have the same authority and effect as if it were part of these regulations and specifications.
19. Drivers Code of Conduct will be governed by the Clubmans Association documentation Regulations