



REGULATIONS AND SPECIFICATIONS FOR THE 2017 EASTERN CAPE REGIONAL SPORTS CAR CHAMPIONSHIP

MSA EASTERN CAPE MOTORSPORT CIRCULAR EP 05/2017

1. CONTROLLERS

The controllers of the championship will be the MSA Eastern Province Regional Committee. All championship events will be run under the auspices of AMSC-Racing Division, in consultation with the car association. The organizers and promoters of the championship shall be Algoa Motorsport Club (AMSC) along with the Sports Car Technical Working Group

2. VENUE

All championship rounds will be held at Aldo Scribante Raceway.

3. AIM OF THE CHAMPIONSHIP

To declare the overall Eastern Cape Regional Sports Car Drivers Champion and to announce the winners of the various classes.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2017.

5. REGULATIONS

All qualifying heats shall be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport SA (MSA), these standing regulations and the supplementary regulations issued by the promoters.

6. ELIGIBILITY OF DRIVERS

6.1 The Championship will be open to all drivers resident within the geographical area of the Eastern Cape.

Any competitor who is not resident in the Eastern Cape and wishes to score in the championship must apply to the controllers in writing

6.2 All eligible drivers must be in possession of a current MSA regional or national circuit racing competition licence valid for car racing, as appropriate.

7. INCIDENT REPORTS

7.1 Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (see SSR 61).

8. ELIGIBILITY OF VEHICLES

8.1 MOTORCARS

8.1.1 It is an impossible task to define this genre exactly in words as it includes racing as well as Production GT Cars, hence each competing Car as well as any potential new competing Car is required to be approved by the Controllers on an annual basis.

8.1.2 Before any vehicle is allowed to race in the Sports and GT Car championship series, the vehicle must be presented to the controllers for eligibility checking which will cover general compliance, finish and appearance, as well as practical safety issues. To be eligible for trophies and points all competing cars must display all identification/signage required by the series sponsor. It is strongly advised that before any new car is built, the Competitor approaches the controllers to obtain guidance and approval for the concept. The controllers reserve the right to refuse any vehicle entry, which in their opinion contravenes the spirit in which Sports and GT Car racing has been designed. All cars must be inspected by the Technical Representative of Sports and GT Car Section at beginning of year.



- 8.1.3** This series is NOT open to Cars that currently compete or have previously competed in another Series, (e.g. Wesbank, Sascars or Oval Track) unless they are Racing Sports Cars (e.g. Shelby Canam) or of the same type as Cars currently accepted, i.e. Porsche 911's. The Sports Car Committee may limit these in order not to harm another Championship that is currently taking place.
- 8.1.4** Before a vehicle will be permitted to compete in this class it will be required that that the competitor make a written application to the AMSC Race Division - Technical working group together with a photo of the car upon which written permission will be issued **stating the car is eligible**
- 8.2** Any engine may be fitted to the vehicle. Turbo-charging, Supercharging or Compressors are permitted.
- 8.3** There is no restriction on the make and type of tyre used
- 8.4** Headlight units may be removed for day time racing only, but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.

9 CLASSES

- 9.1** Competitors will be divided into the following classes (according to lap times at Aldo Scribante Raceway):

9.1.1 MOTORCARS

| | | |
|---------|--|----------------|
| Class A | and below | - 1 min 8.000 |
| Class B | 1 min 8.001 | - 1 min 11.999 |
| Class C | 1 min 12.000 | - and above |
| Class T | Any cars with Turbo-charging, Supercharging or Compressors | |
| Class X | all new drivers will be placed in class X at their first event | |

- 9.2** Any new car/driver will be allocated to a class after their first race day. Any points scored in Class X will be substituted to actual finishing position of the competitor to the class in which he/she fits after the days racing. The onus is on the competitor to ensure that he/she is entered in the correct class on the day
- 9.3** A driver who records a lap time of more than 0.1 seconds faster than the class cut-off times shown in 9.1 on two separate occasions, in either official timed practice or in three different races, will be promoted and placed in an appropriate class according to the lap time at the following event. All breakouts in respect of the current year will be carried forward to the following year i.e. all breakouts in 2016 will be carried forward to 2017. If you broke out only once in 2016 you will not carry this break out into 2017
- 9.4** **NOTE:** Any break-outs within the last 30% of the championship will be scored immediately in terms of ART 13.5
- 9.5** A driver actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.
- 9.6** A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.
- 9.7** Reserved
- 9.8** **Driver Conduct**
- 9.8.1** Refer SSR's 46 to 66 (where applicable).
- 9.8.2** Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- 9.8.3** Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 9.8.4** 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.
- 9.8.5** **Entering the Corner (Phase 1)**
Two or more cars entering the zone of a corner together it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.



The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in “close proximity”.

“Close proximity” - It is normal for a challenging car to be in close proximity, by being behind to the inside or outside of the lead car i.e. front bumper behind centre/B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.

The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area.

The changing of direction by the lead car in the braking area is prohibited as this would lead to “baulking” of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car (‘alongside’ being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

Note: This rule does not apply to ‘sweeps’, which are treated as normal ‘straight line’ racing.

9.8.6 Middle of the Corner (Phase 2)

If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.

It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger’s front bumper is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger’s fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore the bumping of the lead car behind the B pillar or centre by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules. The ‘Y’ or ‘T’ bone by a challenger on the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move, and will be deemed the fault of the challenger provided the lead car abided by the rules above.

The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the **corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**

9.8.7 Exiting the Corner (Phase 3)

From the “apex” out, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit. This is exaggerated in front wheel drive cars and drivers should exercise extra caution.

The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

9.8.8 Summary of Guidelines

- i. If the challenger bumps the lead car on the rear bumper and forces him off the circuit, the challenger will slow down and allow the lead car past and continue to



- race. Failing to do this could result in total exclusion or any relevant penalty with the least being that the challenger finishes behind the lead car in the results.
- ii. The bumping of the lead car behind the “B pillar” in the corner, left or right is the fault of the challenger.
 - iii. The ‘Y’ or ‘T’ bone of the lead car by the challenger is the fault of the challenger.
 - iv. Premature direction change by the lead car in the braking area causing contact is the fault of the lead car and will be dealt with accordingly.
 - v. A competitor may enter a corner in any way he chooses provided he/she does not have a car in close proximity.
 - vi. In a straight line the lead driver may try to break the tow but when entering the braking area he must have chosen his line - left or right - if he has a car in close proximity.
 - vii. The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

9.8.9 The Process for Reviewing Incidents and Applying Penalties

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. . Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit.

- The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

9.8.10 The clerk of the course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:

- i. No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- ii. A yellow card shall have the effect of placing a competitor’s driving conduct ‘under observation’ for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
- iii. A competitor racing ‘under yellow’ shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
- iv. If a competitor is found guilty of an offence while ‘under yellow’ he/she may, following a hearing, be issued with a red card.
- v. Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
- vi. The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
- vii. In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- viii. ‘Card decisions’ need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
- ix. Where a ‘card decision’ is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
- x. Where a ‘card decision’ is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214-.
- xi. Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course.



However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

10 GENERAL – CARS

- 10.1** A vehicle which is damaged beyond repair as a result of an accident may be re-bodied, and the combination of this vehicle and the existing driver will have the choice of remaining in their class or going back to class X. However, written permission must be obtained from the Controllers should the driver/rider wish to return to his original class.
- If a driver who is currently in the championship uses another car he will enter in Class X and be bound by 9.2 Note 9.6 Any driver using another vehicle which is slower than, or equal to the regular class of the driver, will score points for the championship in the actual finishing position of that driver's class. The days racing will be bound by clause X 9.2. Should the driver, however use a vehicle which is classified in a class higher than the driver's regular class, then he will be scored in terms of ART 13.5 Should a driver use another vehicle due to engine / mechanical failure, permission must first be obtained in writing from the COC who will act in conjunction with the Scrutineer / TC. His decision to grant / withhold such permission will be final.
- 10.2** Location of timing transponders: Shall be mounted as per SSR 83(ii). Failure to comply may result in exclusion from the race/race meeting concerned.

11 COMPETITION NUMBERS

- 11.1** All competition numbers must comply with MSA stipulations relating to size and color. Minimum size is A4 and Ariel Print
- 11.2** The relevant Association Chairman, on behalf of the Controllers, shall allocate all competition numbers.
- 11.3** The current champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 11.4** Competition numbers shall be retained throughout the championship year and are not to be changed.

12 CHAMPIONSHIP EVENTS

The events making up the championship are listed in the 2017 MSA Calendar. When more than one race/heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the Eastern Cape Championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in the last Race of the day will be used to determine a winner for the purpose of trophies only.

13 POINTS SCORING PER CLASS

- 13.1** The winning driver in each class will score 10 points. Second place drivers will score 9 points, third place drivers 8 points and so on until 1 point. Each subsequent finisher in the class (if more than 10) will score 1 point.
- 13.2** There must be a minimum of 6 eligible starters for 60% of the nominated championship events for the combined classes, for the race meeting itself to qualify for championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself Refer SSR 82 i).
- 13.3** In order to be classified as a finisher, a car must have completed not less than 60% of the distance of the race under its own power. The 60% shall be calculated by rounding off to the nearest lap.
- 13.4** Competing drivers who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards (trophies).
- 13.5** Should a driver score points in a particular class and thereafter move up to the next class, he/she will carry forward any points obtained up to that point with the following proviso:
In order to qualify for class placings at the end of the championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (ie should he finish 2nd in the higher class, he will carry 2nd place points back to his original class) that he broke out of for purposes of the championship. If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the championship.



13.6 No driver can enter, qualify or race more than one vehicle in different classes on any race day.

14. CHAMPIONSHIP FORMAT

14.1 The championship will generally consist of a minimum of six rounds (eighteen races) for the year. The organisers reserve the right to host more than three races at any of the rounds to make up the minimum number of races for the year.

14.1.1 On a race day there will be two(2) Sprint races & a 45 minute Mini Endurance race.

15. NUMBER OF EVENTS TO COUNT

15.1 All scoring races will be used to determine the results of the championship.

15.2 It is incumbent on the Promoters to ensure that the results and entry list depict the domicile of competitors and/or to provide sufficient information for MSA to determine the eligibility of the drivers in respect of allocation of points.

16. QUALIFYING, STARTING & STARTING GRID

The qualifying session will determine the starting grid for race 1:

| | | |
|---|---|--|
| Fastest Lap in Qualifying | - | Starting position for Race 1 |
| 2nd Fastest Lap in Qualifying | - | Starting position for Race 2 |
| Fastest Lap in Qualifying | - | Starting position for 45 Min Mini Endurance |

For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The fastest lap will determine the starting grid as above. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.

Eventualities:

a. Competitor does not post a lap time in qualifying or in Race 1.

If a competitor does not post a lap time in Qualifying or Race 1, he/she will start at the back of his/her class

b. Competitor does not finish Race 2

If a competitor does not finish Race 2, he/she will start at the back of his/her class

START PROCEDURE

Sports Cars - ROLLING START

17. CHAMPIONSHIP STATUS

Should less than 10 qualifying races/heats be held and scored during the season, the championship may be declared null and void by the Controllers.

18. SEPARATION OF TIES

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

19. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the MSA website, refer GCR 200, 277 – 279.

20. DECLARATION OF POINTS AWARDED

The MSA Eastern Province Regional Committee, at its sole discretion, is responsible for declaring a winner of the championship, or to withhold such declaration.



21. FUNCTION OF ALGOA MOTOR SPORT CLUB AS ORGANISERS

The primary function of the “AMSC” is to obtain and negotiate sponsorships for the above-mentioned championships, as well as organizing and promoting the events that make up the championships. The “AMSC” takes full responsibility for organizing and facilitating the end of year prize giving and trophies. It is furthermore, the function of “AMSC”, as organizers, to obtain sponsors for the categories as set out and to facilitate the payment of traveling/prize monies/trophies.

22. AMENDMENTS

The Controllers reserve the right, without prior notice, to introduce new regulations and or amend the existing regulations. Any such amendment/addition to the regulations shall, however, only come into effect once it has been published in an official MSA circular/bulletin. The Controllers reserve the right, without prior notice, to introduce additions and/or amends the existing regulations should circumstances warrant. All additions / amendments will be published on the official notice board and circulated to all competitors at least seven (7) days prior to a race meeting.

23. GENERAL

It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers/riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.