MOTORSPORT SOUTH AFRICA

2021

Club Standing Supplementary Regulations

KZN Retro Racing Clubman's Car Championship

Version 1

1 January 2021

Ref: 162344

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

Modified SSR / Art	***Date Applicable***	***Date of Publication***	***Clarifications***

1. ETHOS OF RETRO RACING SA

1.1 To promote and preserve era correct racing saloon cars in South Africa.
1.2 To ensure and promote free and fair competition.
1.3 To encourage new and existing members to compete.
1.4 To preserve and promote the spirit and heroes of South African saloon car racing.
1.5 To ensure cost effective participation
1.6 To provide entertainment for spectators and value for money for sponsors.
1.7 To ensure a reasonable level of safety and promote safe driving standards.
1.8 To encourage international participation at international events.
1.9 To respect and abide by the decision of the empowered officials.
1.10 To compete in the Retro Racing championship, a competitor will have to be a member of Retro Racing SA
1.11 Retro Racing SA reserves the right to invite other competitors to participate in their events as agreed to by the committee.
1.12 Any aspect of a car not detailed as permitted is deemed not to be permitted.

2. CONTROLLERS

2.1 The controllers of the Motorsport South Africa Retro Racing SA Championship for Retro Racing SA Clubman Cars shall be Motorsport South Africa (hereafter referred to as MSA), who have delegated the management and control to the KZN Regions Motorsport Committee, and the Retro Racing SA(RRSA). The MSA GCR's and SSR's, which shall prevail in the event of conflict, must be read and understood in conjunction with these rules and regulations.
2.2 The championships will be known as the MSA KZN Retro Racing SA Clubman Championships. ('the Championships).

3. ELIGIBILITY OF COMPETITORS

3.1 The following eligibility for cars shall apply:

All recognized production manufacturer vehicles with a metal or carbon fiber (OEM) roof are eligible.

3.2 Retro Racing South Africa shall draw up lists of all cars competing in the KZN Retro Racing Clubmans Championship and allocate vehicle numbers. No two cars will be allowed to have the same number allocated in the series. In the event of conflict the HTP number allocated by MSA will be national number and used.

3.3 Drivers must hold a current and valid MSA license that is applicable to this series. Competitors applying for a MSA license who are over 50, must produce a current Stress ECG test report, which is valid for 3 years.

3.4 All competitors are required to sign the Retro Racing SA Driver Code of Conduct.

4. SPONSORS EXPOSURE

4.1 Advertising material, as deemed necessary by the relevant Club Committee in terms of the promotion of a series sponsor/s, shall be displayed on each competitor's car and/or racing apparel and in a specified positon. Retro Racing SA has sole right to the roundels on the doors.

4.2 Should such advertising material not be placed on a competing vehicle, that vehicle will not be allowed to participate in any qualifying session or race until such time as the specified advertising material is placed on the vehicle.

4.3 The amount of advertising coverage on a vehicle is free.

5. INCIDENTS ON TRACK

5.1 Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (hereafter known as the CoC) within 30 minutes of the finish of the practice or race. The relevant Club committee may, in the absence of any incident report to the CoC, request incident reports from competitors which will be referred to the CoC. MSA Circuit Racing SSR 661 applies.

5.2 The Retro Racing SA Code of Driver Conduct shall apply to this series.

5.3 The CoC will apply any such penalties as may be provided for in the MSA GCR's and SSR's.

5.4 Competitors must undertake to race within the spirit of the regulations and the CoC together with the relevant Club Committee will be the final judge of fact.

5.5 In the event of an incident all parties involved will be put under observation, a yellow card will be issued to the competitor and a yellow sticker will be placed on the cars involved.

5.6 When a competitor is issued with a yellow card, he/she will be under observation for the following two race meetings in which he/she competes (irrespective of the season). If the competitor is penalized with a second yellow card, the second yellow automatically becomes a red card.

5.7 In the event of a competitor being penalized with a red card he/she will automatically be banned from competing in the following 2 race heats even if it includes the second heat on the day. Should the second heat be at the start of the next meeting, the competitor will not start heat 1 and will start from the back of the grid for heat 2.

5.8 Two red cards in any one season will automatically exclude the competitor for the rest of the season. If the rest of the season has only 1 heat left the red card will be extended to the first heat of the following season.

5.9 Yellow and/or Red cards may be issued by the Retro Racing SA committee in their sole discretion, to competitors for reckless and/or dangerous driving, unsportsmanlike behavior and/or contravention of MSA regulations after taking into account all the facts relating to the incidents.

5.10 The competitor has a right to appeal to the Retro Racing SA committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the committee shall have the right to change or abide by their decision. Such a decision will then become final.

6. GENERAL RULES

6.1 There will be separate Retro Racing SA championships for Retro Racing Clubman cars. Class champions and an overall champion for each category will be declared.

6.2 The Championships will be run over a minimum of 8 rounds (events) per annum. It is envisaged that 7 rounds will be run at Dezzi and 1 round at an away venue. The away venue will be communicated once the necessary arrangements have been finalized. All rounds will count towards the final championship points. In the event of a situation arising, such as happened in 2020 with Covid Lockdown, or any circumstance where motor racing is either not allowed by

Government restrictions or not possible due to political unrest or natural disaster, the championship may be decided over fewer rounds. Competitors will only qualify to be score points in the Championship in an eligible vehicle.

6.3 The minimum sprint race distance shall be 24 kilometers.

6.4 Each round shall consist of two sprint races.

6.5 The grid for race one of a round will be determined by qualifying times in official practice.

6.6 The grid for race two of a round will be determined by the finishing order from race one. Should a driver not finish the first race they, with the approval of the CoC, may start behind the last car of their relevant class. Should a car not attend qualifying it will be placed on the grid in the next position behind the slowest qualifier in its class, even if cars of a slower class may be ahead of it.

6.7 The start of each race will be by way of a rolling start. Competitors must ensure that the gap between the cars coming onto the start straight is no greater than one car length. All cars must remain in their gird position until they pass the start/finish line. Each race will start with a warm up lap, then a formation lap, on which the pace car will pull into the pits and the rolling start will commence.

6.8 No on board timing devices or radio communication is allowed in competitor's cars. Pit lane signaling is permitted. This includes cell phones or any hand held device that can be used as a timing device. If a competitor is using a cell phone app to record their race, the screen of the phone may not be in clear sight of the driver, it must be mounted so that the screen is not visible to the driver.

6.9 Points will be scored in classes on the following basis for each race:
1st: 10 points
2nd: 9 points
3rd: 8 points
4th: 7 points
5th: 6 points
6th: 5 points
7th: 4 points
8th: 3 points
9th: 2 points
10th: 1 point

6.10 Where an event is held with more than one race, each race will be scored as a separate race.

6.11 Subject to clause 6.12, a competitor may accumulate points from more than one class during the season, towards the championships. All class points shall be scored in the relevant class in which the car raced. However, when a competitor obtains an immediate break out time and is moved up a class, he/she will only take 75% of their points into the next class. A bonus point will be awarded to the driver who achieves the fastest lap for each class per heat.

6.12 Should four or fewer cars in a particular class start official practice at an event, the championship points for that class will be awarded as follows for each race:
Up to 4 cars – 1st: 9 points, 2nd: 8 points, 3rd: 7 points, 4th: 6 points
Up to 3 cars – 1st: 8 points, 2nd: 7 points, 3rd: 6 points
Up to 2 cars – 1st: 7 points, 2nd: 6 points
Up to 1 car – 1st: 6 points

6.13 In the case of a tie, the competitor with the greater number of 1st place points will be declared the Champion. If this does not resolve the tie, then the greater number of 2nds failing this, 3rds and so on until the tie is resolved. If a tie remains, MSA shall declare a winner on such basis as it deems fitting.

7. VEHICLE CLASSIFICATION

7.1 Engines

Engines must be the same make as the body into which it is fitted. Rotary engines may only be fitted to rotary body shells. Engines shall remain in its original compartment and no part of the engine block, crankshaft casing and cylinder head shall pass through the original firewall between the engine compartment and cockpit. The number of cylinders is restricted to the same number of cylinders as supplied and fitted in the original production bodies of the manufacturer. Turbo charges, super charges and compressors are permitted. However, permission may be granted to deviate from the above. Documentation would need to the submitted to the Retro Racing Committee for approval.

7.2 Vehicle Structure

The width of the original body shell shall not be altered or increased in any way. However, flaring of the wheel archers and/ or widening of fenders with composite materials is permitted to a maximum of 65mm of each side of the body.
Bodywork may be lightened with composite materials being used on bonnets, boot lids, front fenders and hatches only.
The inner fenders, front and rear firewalls, roof and floor must remain in the original position.
Front firewalls may be altered to accommodate engine, drive train and induction components only, provided that the alteration is done neatly to form a sealed metal barrier between the engine compartment and cockpit.
Real valence panels may be cut back, slotted or drilled up the level of the original floor/boot pan.
A six point roll cage is compulsory.

7.3 Wheels and Tyres

Make and type of tyres are free. However, retread tyres may not be used. All 4 drive wheels must be fitted with either slick or semi slick tyres. No mixing of slick and semi slick tyres are allowed.
No wheels (rims and tyres) may protrude from the fenders. All wheels to be kept covered by the body or fenders to comply with this rules

8. CLASS STRUCTURE

8.1 All competitors will race in time classes as published by Retro Racing SA from time to time for each circuit. Time classes will be issued as an Appendix A to these regulations. These time classes shall also include immediate break times.

8.2 The relevant Club Committee shall determine the class in which a new car/driver or a revised car/driver combination shall compete. This includes Vehicles which have changed ownership. The competitor shall remain in that class until the competitor has set a time lap in qualifying thereafter they will be placed in the relevant class.

8.3 A competitor may at any time, after two events have passed in which the competitor has participated and failed to attain the allocated class times, apply to the relevant club committee in writing with supporting documentation, to change a vehicle from a higher class to a lower class (e.g. from Class CL 2 to Class CL 3).

8.4 A competitor shall not be allowed to change a car/driver combination from one class to another without prior written permission of the relevant club committee.

8.5 A competitor shall not be allowed to change his vehicle on race day without permission from the relevant club committee in writing. The relevant club committee has the right to determine is such a change warrants a class change under rule 8.2 above. A new car/driver combination shall be scored as a new competitor. Scoring is done as per car/driver combination. No two cars may have the same number in one category.

8.6 If a competitor laps at least 0.10 seconds faster than the immediate break out time for his class, on any official lap at an event, whether in qualifying or in a race, the competitor will be moved up a class immediately. If the breakout occurred during qualifying, the competitor will be moved to a suitable higher class and points scored for the day will be in the higher class. If the breakout occurred in the last race of the day, the competitor will be moved up to a suitable class for the next event he/she competes in. This move may be advised verbally by the committee member appointed by the club for the duty.