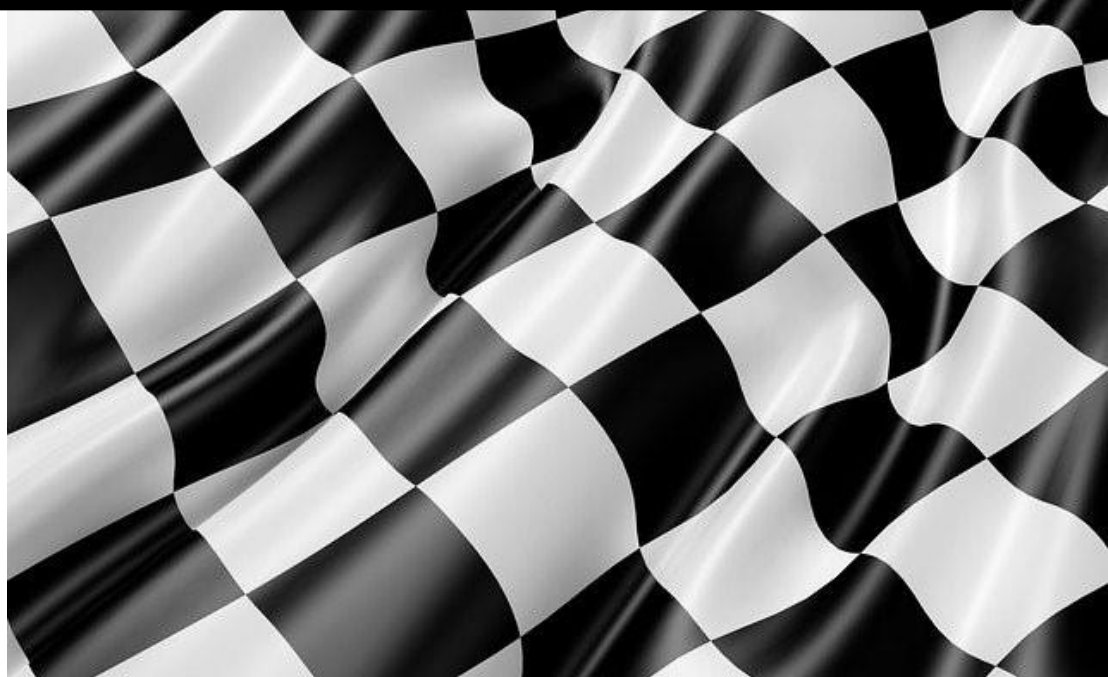




2021

Club Standing Supplementary Regulations

NSCC Club Championship



Version 1

1 January 2021

Ref: 162337

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> |
|---------------------------|------------------------|----------------------------|-----------------------|
| | | | |

General

1. The NSCC is a series of events administered by the racing committee ("Committee") of the NSCC Association ("Association") for purpose built sports racing cars and, by invitation, other compatible vehicle types.

Control

2. These regulations are
 - a. adopted, administered, and interpreted by the Committee, and
 - b. ratified by Motorsport South Africa ("MSA")

Series Status & Competitor Eligibility

3. NSCC carries 'Club' status as defined by MSA.
4. Competitors shall, at a minimum, hold a valid 'Club' license as issued by MSA.
5. Competitors are required to be
 - a. a paid-up Racing Member of the Association, or
 - b. a paid-up member of the WPMC Sports Car Racing section.

Vehicle Eligibility

6. Sports Racing Cars
 - a. The vehicle is, by type and by appearance, to a design introduced post-1983 and purpose-built for racing, and
 - b. Wheels are enclosed and cockpits may be open or enclosed, and
 - c. The engine is mounted rearward of the driver.
 - d. The vehicle is, or has been, eligible to compete in a recognized local or international series for sports racing or sports prototype cars and which, in appearance and general configuration, does not materially depart from the requirements of that series.
 - e. Vehicles not readily conforming to the parameters of a. to d. above shall be assessed according to Appendix A to these Series Regulations.
7. Lotus Seven-type vehicles

- a. By invitation and subject in each instance to explicit approval by The Lotus Register, Seven-type vehicles which are, or have become, ineligible to compete in the Lotus Challenge may be granted eligibility to NSCC.
 - b. Departure from the generally accepted Seven silhouette shall be subject to the approval of the Association.
- 8. Other vehicles
 - a. The Association may, from time to time, add to or amend the criteria by which invitation or eligibility is granted following consultation with interested or affected parties.
- 9. Limitation
 - a. The Association shall be under no obligation to grant eligibility pursuant to paragraphs 7 and 8 and shall be entitled to withdraw any invitation or grant of eligibility should it be of the reasonable opinion that failure so to do would be detrimental to the interests of the NSCC.
- 10. General
 - a. The chassis shall provide adequate rollover and side impact protection,
 - b. The cockpit shall be separated from the fuel tank by means of a bulkhead of aluminium or similarly retardant material,
 - c. ABS anti-lock braking systems are prohibited,
 - d. Exhaust systems shall conform to MSA noise standards,
 - e. Fuel used shall be in accordance with GCR 240.
 - f. Engine self-starting must be in working order at the start of any race.
 - g. Transmission systems shall have reverse travel capability.
 - h. A rain light of not less than 21 watt shall be affixed to the rear of the vehicle and in be in good working order.
 - i. A fire extinguisher conforming to MSA standards shall be fitted.
 - j. A clearly identified battery cut-off switch capable of being operated from both inside and outside the vehicle shall be fitted.
 - k. Any cockpit mounted battery shall be contained in a non-conductive housing.
 - l. At the direction of the Committee, vehicles may be required to carry series or sponsor decals.
 - m. Queries or protests regarding eligibility shall be addressed in writing to, and adjudicated by, the Committee.
 - n. Queries or protests regarding driver conduct shall be addressed to the Clerk of the Course in accordance with the MSA GCRs and SSRs.

Classes

- 11. Vehicles, irrespective of category, shall compete in one of five time-based classes according to lap-times set at each circuit.
- 12. Zwartkops:
 - a. SR1: less than 1 minute 3.0 seconds
 - b. SR2: between 1m 3.0s and 1m 5.999s
 - c. SR3: between 1m 6.0s and 1m 8.999s
 - d. SR4: between 1m 9.0 s and 1m 11.999s
 - e. SR5: 1m 12.0s and over
- 13. Redstar (clockwise)
 - a. SR1: less than 1 minute 55.0 seconds
 - b. SR2: between 1m 55.0s and 2m 00.999s
 - c. SR3: between 2m 01s and 2m 06.999s
 - d. SR4: between 2m 07s and 2m 12.999s
 - e. SR5: over 2m 13.0s
- 14. Redstar (anti-clockwise)
 - a. SR1: less than 1 minute 56.0 seconds
 - b. SR2: between 1m 56.0s and 2 m 01.999s
 - c. SR3: between 2m 02s and 2m 07.999s
 - d. SR4: between 2m 09s and 2m 13.999s
 - e. SR5: over 2m 14.0s
- 15. Phakisa
 - a. SR1: less than 1 minute 39.0 seconds
 - b. SR2: between 1m 39.0s and 1m 44.999s
 - c. SR3: between 1m 45.0s and 1m 50.999s

- d. SR4: between 1m 51.0s and 1m 56.999s
 - e. SR5: over 1m 57.0s
16. The Association shall determine equivalent class lap-time parameters for circuits other than Zwartkops, Redstar, & Phakisa if required.
 17. Any competitor bettering at any event the fastest permitted lap time of their allocated class by more than 0.5 seconds in any of qualifying or the race(s) making up that event shall be moved up a class for all subsequent events of that season.
 18. For the first event entered,
 - a. Each competitor shall nominate the class which, in good faith, best reflects their anticipated performance, and
 - b. Giving consideration to which, the Committee shall allocate that competitor to a class.
 19. Should the actual performance of the competitor in that first deviate abnormally from the time parameters of their allocated class, the Committee may retrospectively reallocate the competitor to the appropriate class for that event and adjust points tallies accordingly.

Qualifying & Starts

20. Lap times achieved during qualifying shall be used to determine grid positions such that:
 - a. For Race 1, each competitor's fastest lap shall apply, and
 - b. For Race 2, each competitor's second fastest lap shall apply.
21. Should a competitor fail to set a qualifying lap time(s), a grid position shall be allocated at the discretion of the Committee.
22. Rolling starts as directed by the Clerk of the Course shall start each race.

Points

23. The number of competitors making up a class at any event shall be calculated as that number having been on-circuit at least once during any of qualifying or a race.
24. Classified finishers in each race shall, within their class, be awarded
 - a. Four or more competitors - 9 points for a win and thereafter 6, 4, 3, 2, 1 in descending order of position,
 - b. Three competitors – 6, 4, 3 points
 - c. Two competitors – 4, 3 points
 - d. One competitor – 3 points.
25. The fastest lap by class in qualifying shall earn 1 additional point.
26. The fastest lap by class in each race shall earn 1 additional point.

Championship

27. The NSCC overall championship shall be determined over not less than 5 events.
28. All points earned by a competitor over the season across one or more classes shall be combined for the purposes of determining the NSCC overall champion.
29. Only competitors competing in four or more events shall be eligible for the NSCC championship.
30. Class championships shall be determined exclusively by the total number of points earned by a competitor within that specific class.
31. Competitors accumulating identical points shall be separated by tallying total race wins and, thereafter if required, by comparing subsequent positions attained to break the tie.
32. Any tie remaining unbroken will be declared a tie.

Appendix A

The specifications contained within this Appendix shall be applied to determine the eligibility of vehicles that fall outside the parameters set in the body of the Series Regulations and which are deemed to be of one-off manufacture, a conversion from a vehicle of a different type (e.g. Single Seater to Sport Racing Car), or which has been materially modified from its appearance and/or specification as originally manufactured.

- a. Viewed from above, no part of any wheel, tyre, brake, suspension, engine, gearbox, or driveshaft component shall be visible.
- b. Viewed from above, no part of the road beneath the vehicle shall be visible within the controlled envelope.
- c. Viewed from the front, no part of a wheel, tyre, brake, or suspension component shall be visible above the floorline.
- d. Viewed from the rear, no part of a front wheel, front tyre, front brake, shall be visible above the floor line.
- e. Viewed from either side, no part of a wheel, tyre, or brake, mounted to the opposite side of the car, whether front or rear, shall be visible above the floorline.
- f. Viewed either side, bodywork rising vertically from the outer edge of the floorline shall occupy not less than 50% of the controlled elevation, and
- g. No device may be positioned, in whole or in part, forward of the leading edge of the bodywork enclosing the front wheels which is shaped or positioned such that air may pass over both its upper and lower surfaces and rejoin ahead of the front axle centre, and
- h. Dive planes fitted outside the centre line of the front wheels as viewed from the front may be fitted and shall be exempt from 9 above, and
- i. Bodywork shall incorporate housings capable of accommodating at least one forward facing headlight on both sides of the vehicle and which housings shall be capable of being enclosed so as to appear as an integral part of the bodywork, and
- j. Where,
 - i. “controlled envelope” shall mean that rectangular area which, when viewed from above the vehicle, is bounded on each side by a line commencing 400 mm forward of the front axle centre line and extending rearwards in parallel passing perpendicular against the outer face of the front wheel rims and ending 400 mm rearward of the rear axle centre line.
 - ii. ‘floorline’ shall mean an uninterrupted horizontal plane extending from the lowest point of the driver compartment to all extremities of the controlled envelope.
 - iii. “controlled elevation” shall mean the vertical elevation viewed from the side of the vehicle commencing 400 mm rearward of the front axle centre line and ending 400 mm forward of the rear axle centre line and bounded at its lowest point by the floorline and at its highest point by a straight line drawn between the front and rear axle centres.