



REGULATIONS AND SPECIFICATIONS FOR THE 2019 HISTORIC PRE-1990 SPORTS & GT CARS AND PRE-1980 HISTORIC SALOON CARS NORTHERN REGIONS ENDURANCE CHAMPIONSHIPS. INCLUDING THE PRE-1995 CLASSIC THOROUGHbred CLASSIC CAR CLUB CHAMPIONSHIP (161686/144)

1. CONTROLLERS

- 1.1 The controllers of the Motorsport South Africa Northern Regions Endurance Championship for Pre-1990 Historic Sports & GT Cars, Pre-1980 Historic Saloon Cars, and Pre-1995 Classic Throughbred Saloon Cars, shall be Motorsport South Africa (hereafter referred to as MSA), who have delegated control of the Regional Championships to the MSA Northern Regions Motorsport Committee and the MSA Historic Motorsport Commission, (hereafter referred to as MSAHMC). The MSA GCRs and SSRs, which shall prevail in the event of a conflict, must be read and understood in conjunction with these rules and regulations. The MSAHMC may delegate any or all of their control to Historic Racing South Africa (“HRSA”).
- 1.2 The championships will be known as the MSA Northern Regions Historic Endurance Championships (“the Championship(s)”).

2 ELIGIBILITY OF COMPETITORS

- 2.1 The following eligibility for cars shall apply:
- a) Sports & GT cars introduced before 31st December 1990 and that comply with the MSAHMC National Technical Regulations for Pre-1990 Historic Sports & GT cars,
 - b) Saloon cars introduced before 31st December 1980 and that comply with the MSAHMC National Technical Regulations for Pre-1980 Historic Saloon cars.
 - c) Classic Throughbred cars introduced before 31st December 1995 and that comply with the MSAHMC National Technical Regulations for Pre-1995 Classic Thoroughbred Cars

The relevant HRSA committee shall draw up lists of Sports & GT and Saloon Cars, and cars will only be allowed to compete in the category allocated according to these lists. Similarly the Classic Thoroughbred cars will be allocated to either Sports & GT or Saloons and will compete in the allocated Championship. In the event of a dispute, the matter of which category a car may compete in will be determined by the relevant HRSA committee.

- 2.2 Only cars that have been registered with and approved by the MSA HMC, shall be eligible to compete in the Championships.
- 2.3 Drivers must hold a current and valid MSA licence that is applicable to this series. MSA circuit racing licences can be obtained by making application to MSA on the appropriate form. (see the MSA handbook for details).

3. SPONSORS EXPOSURE

- 3.1 Advertising material, as deemed necessary by the relevant HRSA 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 position.
- 3.2 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. INCIDENTS ON TRACK

4.1 Competitors involved in incidents are required by MSA to submit a report to the Clerk of the Course (CoC) within one hour of the finish of the practice or race. The relevant HRSA 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 61 applies. The HRSA and HMC Working Group Code of Driver Conduct shall apply to this series.

4.2 The CoC will apply any such penalties as may be provided for in the MSA GCRs and SSRs.

4.3 Competitors must undertake to race within the spirit of the regulations and the relevant HRSA committee will be the final judge of that fact.

4.4 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.

- 1.1. 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 three yellow cards, the second yellow automatically becomes a red card.
- 1.2. 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 (an Endurance Series race will qualify as 1 heat for this clause and 5.8 below) 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 pit lane for heat 2.
- 1.3. 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.
- 1.4. Yellow and/or Red cards may be issued by the HRSA S> committee in their sole discretion, to competitors for reckless and /or dangerous driving, unsportsmanlike behaviour and/or contravention of MSA regulations after taking into account all the facts relating to the incident.
- 1.5. The competitor has a right of appeal to the HRSA S> committee within seven days of notification of the award of a card. After hearing the appeal of the competitor, the sub-committee shall have the right to change or abide by their decision. Such a decision will then become final.

5 GENERAL RULES

5.1 The Championships will be run over a minimum of five 1hr, 1hr30min, 2hr or 3hr races per annum. These rounds will take place at the Historic Tour events as determined by the relevant HRSA committee.

5.2 The grid for each race will be determined by the fastest qualifying time and downwards.

5.3 Race meeting promoters may put on additional meetings for the endurance cars which do not form part of the Championships but are run in accordance with these regulations with the exception of points scoring. Should the format include more than one heat, clause 5.5 will apply.

5.4 Where there are two races at a meeting, the grid for race two of a race meeting will be determined by ones second fastest qualifying time.

- 5.5 The start of each race will be by way of a rolling start.
- 5.6 No competitor shall be entitled on any official lap (whether in practice or the race), to receive any information that relates to lap times of the vehicle by way of an on-board timing device or other electronic communication to the competitor. Pit Lane signalling is permitted.
- 5.7 The following championship sub-categories will be run, with the intention of declaring a regional champion for each:
- a) MSA Northern Regions Historic Pre-1990 Sports & GT and Pre-1995 Classic Thoroughbred S> Cars Endurance Championship (based upon points scored in classes)
 - b) MSA Northern Regions Historic Pre-1980 Saloon Cars Endurance Championship and Pre-1995 Classic Thoroughbred Saloon Cars (based upon points scored in classes)
 - c) MSA Northern Regions Historic Overall Pre-1990 Sports and GT and Pre-1995 Classic Thoroughbred Endurance Championship
 - d) MSA Northern Regions Historic Overall Pre-1980 Saloon Car and Pre-1995 Classic Thoroughbred Cars Endurance Championship
 - e) MSA Northern Regions Historic Index of Performance Endurance Championship
- 5.9 **MSA Northern Regions Historic Pre-1990 Sports & GT and Pre-1995 Classic Thoroughbred S> Cars Endurance Championship & MSA Northern Regions Historic Pre-1980 Saloon Cars and Pre-1995 Classic Thoroughbred Saloons Cars Endurance Championship** (based upon points scored in classes)
- 5.9.1 There will be separate championships for Sports & GT cars and Saloon cars. Competitors will not be able to carry points between the Sports & GT and Saloon Cars categories. Points will be scored in classes on the following basis for each Championship race:
- 1st: 10 points
 - 2nd: 7 points
 - 3rd: 5 points
 - 4th: 3 points
 - 5th: 2 points
 - 6th: 1 point
- 5.9.2 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. Points may not be carried between Sports & GT and Saloon Cars categories.
- 5.9.3 No competitor may score points in more than one car in any one race. Should a driver contemplate competing in more than one car in a race, the car in which points are to be scored must be nominated to the responsible committee member before the race is started. In the event of the scoring car not being nominated the lowest score will count towards the championship even if it is a zero.
- 5.9.4 For any championship event at a circuit outside Gauteng, a competitor who participates by commencing a lap, whether in practice (official or unofficial) or in a race, will be awarded an extra ten points towards the Championship.
- 5.9.5 Should three or fewer cars in a particular class start official practice or race at an event, the championship points for that class will be awarded as follows for each race:
- | | | |
|---------------|---------------|---------------|
| Three cars | Two cars | One car |
| 1st: 9 points | 1st: 8 points | 1st: 7 points |
| 2nd: 6 points | 2nd: 5 points | |
| 3rd: 4 points | | |
- 5.9.6 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 still remains, MSA shall declare a winner on such basis as it deems fitting.
- 5.9.7 Should two drivers only compete together in one car, they will both have scored the same number of points and have the same number of placings. In this case the overall and class positions will be jointly

awarded to the two drivers.

- 5.9.8 Where the duration of the race is longer than 95 minutes, double points shall be awarded.
- 5.10 **MSA Northern Regions Historic Index of Performance Endurance Championship** (based on the percentage calculated from the average lap times related to the fastest lap time during the race.)
- 5.10.1 There will be combined Index of Performance championship for Sports & GT cars and Saloon cars. Points will be scored on the basis of index, scored combined for Sports & GT and Saloon cars, and not in classes, on the following basis, for each Championship race:
- 1st: points equal to the number of qualifiers, or starters, whichever is the greatest
2nd: One point less than 1st
3rd: One point less than 2nd, and so forth
- 5.10.2 No competitor may score points in more than one car in any one race. Should a driver contemplate competing in more than one car in a race, the car in which points are to be scored must be nominated to the responsible committee member before the race is started. In the event of the scoring car not being nominated the lowest score will count towards the championship even if it is a zero.
- 5.10.3 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 still remains, MSA shall declare a winner on such basis as it deems fitting.
- 5.10.4 Should two drivers only compete together in one car, they will both have scored the same number of points and have the same number of placings. In this case the overall position will be jointly awarded to the two drivers.

6. VEHICLE CLASSIFICATION

- 6.1 The final decision as to the classification type of any vehicle shall rest with the MSAHMC, which shall be entitled to make that decision in its sole discretion. Aspirant competitors are strongly advised to consult with the MSAHMC Technical Consultants regarding compliance with the Technical Regulations prior to starting their investment programme. The relevant HRSA committee shall, upon submission of a MSAHMC Historic Technical Passport (hereafter referred to as a HTP) by the competitor, determine the class in which such vehicle shall race in the Championships.
- 6.2 No car shall be permitted to race in the Championships unless approved by and registered with the MSAHMC.
- 6.3 Competitors will be required to complete a HTP for every vehicle to be raced, and on which full details of engine, gearbox, suspension, lightweight panels, wheel sizes, etc. and any other information required by the MSAHMC, shall be recorded. Competitors will also be required to use the new type MSA SCRUTINEERING / LOGBOOK. Once a vehicle has been accepted, approved and annually reviewed by the MSAHMC, this book must be stamped and signed by a MSAHMC Technical Consultant (Hereafter referred to as TC).
- 6.4 Before a vehicle is registered for the year, the MSAHMC shall approve the colour (which shall be of the period), condition and general appearance of the vehicle.
- 6.5 Any proposed change to the specification of the vehicle must be recorded on the relevant HTP and submitted to the MSAHMC for approval, once approved, it shall be included in the logbook.
- 6.6 Any competitor whose vehicle is found by the TC to differ in specification from his/her HTP and/or logbook will be requested to make the necessary changes.
- 6.7 Should a competitor be requested in writing by the MSAHMC to make any changes to the vehicle, including its appearance or colour scheme, and should such competitor fail to comply with the requests of the MSAHMC within the period specified by the MSAHMC, the vehicle shall be de-registered by the MSAHMC, and will not be eligible for participation in any MSAHMC event.

7. CLASS STRUCTURE

- 7.1 All competitors will race in time classes as published by the HRSA from time to time. Time classes will be issued as an appendix to these regulations. All competitors shall race in the classes as determined by the relevant Saloon or S> regulations and committees. The relevant Saloon or S> Sporting Sprint regulations will be used for class breakouts and the determination of the class breakout times
- 7.2 The relevant HRSA committee shall determine the class in which a new car/driver combination shall compete.
- 7.3 The relevant HRSA committee will maintain a list of all car driver combinations, together with their class history.

8. SPECIFIC REGULATIONS FOR ENDURANCE RACES

- 8.1 Races will be of minimum 1hr duration and the chequered flag will be displayed to the leader the first time that he appears at the start / finish line after the prescribed time has elapsed.
- 8.2 The winner of each class will be the car that has covered the greatest distance in the race and where cars finish on the same lap, the first car in each class to cross the finish line will be the winner. Second in each class will be the car covering the second furthest distance and where cars finish on the same lap, the second car in each class to cross the finish line will be second and so forth through the field. Should there be a dead heat between cars, the car that started further back on the grid would have travelled a greater distance and be declared the winner.
- 8.3 To be classified as a finisher a car must cross the finish line on the circuit (not in the pits) without outside assistance after completion of the race duration. A competitor must complete 70% of the leading car in its class to be classified.

Should there only be 1 car in the relevant class then the following shall apply:

The qualifying time of the car, plus 10%, will be divided into the total time of the race (ie: 60 min). The resultant number of laps (rounded up) will be deemed the number of laps completed by the class and the competitor needs to finish 70% of this number of laps to be classed as a finisher.

Should the competitor not have a qualifying time, then the relevant category class breakout times will be used. The average, or midpoint, of the upper and lower class times will be used as the qualifying time in the paragraph above.

- 8.4 No outside assistance is permitted, except when:
- A car has stopped on the circuit and the marshals consider it necessary to move the car for safety reasons.
 - When the car is in the pits.
- 8.5 In each race there will be a compulsory pit stop, during which the car must remain stationary in the pit area for a minimum of 120 seconds. Any car not complying with this regulation will be given a 10 lap penalty to be deducted from their race distance. The compulsory stop may not occur during the first 20 minutes or last 20 minutes of any race. Emergency pit stops will be allowed outside this window. Should the race be shortened by the COC, due to safety reasons, by more than 20 minutes, then any car that has not completed their compulsory pit stop will not be penalised.
- 8.6 Refuelling is permitted during the pit stop. A maximum of 2 people are permitted to attend to the refuelling and they must wear flame-proof overalls, gloves, closed shoes and either a full face helmet or a flame-proof balaclava. The driver must be out of the vehicle during refuelling and the engine switched off. No other work may be carried out on the car during refuelling. A fire extinguisher must be available during refuelling. Fuel spillage will be penalised by a penalty to be determined by the Clerk of the Course.

- 8.7 Should the Clerk of Course deem it necessary, refuelling may be restricted to a designated refuelling area.
- 8.8 Other than during refuelling, a maximum of 4 people may work on the car in the pit lane during a pit stop (not counting the driver/s). Should any work requiring more than 4 people be contemplated, the car must be moved into the pit.
- 8.9 Driver changes are permitted and where more than one driver competes in one car they will all score the full points for the race provided that they have all driven for a minimum of:
- 20 minutes during a 1hr race
 - 30 minutes during a 90 minute race
 - 40 minutes during a 2hr or longer race
- No driver may drive for longer than two hours without taking a 15 minute break.
- 8.10 As the car can only be scored at the end of the race, if more than 1 driver competes in one car, all drivers will be classed on the basis of the fastest driver in the car.
- 8.11 Only 1 driver need qualify the car in official practice. Should more than 1 driver participate in qualifying the fastest time set by the car will be used to set the grid.
- 8.12 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.
- 8.13 No form of verbal communication by radio or other means between the car and the pits is permitted. Pit board signalling is permitted.
- 8.14 On board timing devices visible to the driver when driving the car are not permitted. Lap times and other information may only be given by means of the pit board.
- 8.15 Additional front lighting is permitted on the vehicles but is limited to:
- Where the car originally had lights these must be fully functional and 2 additional individual spot lights are allowed.
 - Where the car originally was not fitted with lights, 4 additional lights are allowed
 - All of the above lights may be LED or LED spot lights, but no LED light bars will be allowed
- 8.16 All time under the safety car counts towards the race.
- 8.17 Cars must restart under their own power after completion of a pit stop. For cars push started following a pit stop a 30 second penalty will be applied
- 8.18 In the event of the race being red flagged the following will apply:
- Within 15 minutes of the start. Competitors to proceed to the start finish line and the race will be restarted as a new race with a grid as per the original start. The new race will be of a duration equivalent to the time remaining in the original race when the red flag was shown.
 - Within 15 minutes from the end. Competitors to proceed to the start finish line and the race will be stopped and scored on the competitors positions at the end of the lap before the one in which the red flag was shown.
 - At any time between the above. Competitors to proceed to the start finish line in race order and form up on the grid in that order. The race will be restarted with this grid order, either immediately or later in the program at the discretion of the Clerk of Course. The clock will stop on the showing of the red flag and be started when the start lights are extinguished to restart the race. Such a restarted race will be scored as a single race with the winners decided as per point 8.2 above.
- 8.19 Should a race have to be abandoned due to a red flag, it will be scored on the basis of the positions of the cars at the end of the lap before the one in which the red flag was shown. At the time that the Reg Flag is shown, cars that have been stationary in the pits for longer than 3 minutes will not be classified as finishers as they will be deemed to not be busy with their compulsory pit stop and thus would not have crossed the finish line. Cars that have been stationary for less than 3 minutes will be classified as finishers provided they comply with Clause 8.3 and all other clauses herein.

