



**REGULATIONS AND SPECIFICATIONS FOR THE 2020 EASTERN PROVINCE REGIONAL  
MODIFIED SALOON CAR CHAMPIONSHIP  
(162107/144)**

All qualifying events shall be held under the 2020 General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters and any applicable Circulars issued by MSA.

**1. CONTROLLERS**

The controllers of the championship will be the Motorsport South Africa (herein referred to as MSA) Eastern Province Regional Committee. All championship events will be run under the auspices of AMSC.

**2. VENUE**

All championship rounds will be held at Aldo Scribante Raceway.

**3. AIM OF THE CHAMPIONSHIP**

To declare the overall Eastern Province Regional MODIFIED SALOON Car Driver Champion and to announce the winners of the various classes.

**4. VALIDITY OF THE REGULATIONS**

Applicable for the calendar year of 2020.

**5. ELIGIBILITY OF DRIVERS**

5.1 The Championship will be open to all drivers resident within the geographical radius of 350km from Port Elizabeth up to and including as far as Knysna and East London.

5.2 Any competitor who is not resident in the Eastern Cape and wishes to score in the championship must apply to the Class representative in writing before the event commences. (an Entry form does not constitute an application).

5.3 All eligible drivers must be in possession of a current MSA Regional or National Circuit racing competition license valid for car racing, as appropriate.



## 6. **INCIDENT REPORTS**

Every driver is to return their completed incident report to the Clerk of the Course within one (1) hour after having either retired or had an incident in the event. (Refer SSR 61).  
After any incident with any competitor, family or pit crew.

## 7. **ELIGIBILITY OF VEHICLES**

- 7.1 All saloon cars, station wagons, hatchbacks, coupe bodies, LDV's, open tops (must have mud guards) and sports cars of any year, which are assembled or built in South Africa, are eligible. Imported vehicles may be allowed at the discretion of the Technical committee.
- 7.2 Any engine may be fitted to the vehicle. Turbo-charging, supercharging or compressors are permitted.
- 7.3 There is no restriction on the make and type of tyre that may be used.
- 7.4 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.

## 8. **CLASSES**

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

Class A	-	1 min 6.999 and faster	
Class B	-	1 min 7.000 – 1 min 8.999	(2 sec)
Class C	-	1 min 9.000 – 1 min 10.999	(2 sec)
Class D	-	1 min 11.000 – 1 min 13.999	(3 sec)
Class E	-	1 min 14.000 – 1 min 16.999	(3 sec)
Class F	-	1 min 17.000 – and slower	

Class X - all new drivers will be placed in class X at their first event

- 8.2 Any (new car & driver) combination will be allocated to a class after their first race day. They will compete in Class X for the first 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. If a specific car and driver raced at Aldo Scribante the prior year, that time will be taken for class allocation. Class X points will only be used for trophies in class X on race day.
- 8.3 The onus is on the competitor to ensure that he/she is entered in the correct class on the day.



- 8.4 A driver who records a lap time of more than 0.1 seconds faster than the class cut-off times shown in 9.1 twice or more, in either Qualifying and or any races, on the same day or two separate race days (not applicable in the same session), whichever comes first, will be promoted and placed in an appropriate class according to the lap time at the following event. On the day of the breakout, the competitor will score points in his current class and then carry those points forward into the next class. All breakouts in respect of the current year will be carried forward to the following year i.e. all breakouts in 2019 will be carried forward to 2020. If you broke out only once in 2019 you will not carry this break out into 2020. (E.g. If you had 2 breakouts in the current year, and the 2nd break out is at the last event of the year, then you will be moved up a class for the next year. If you only had 1 break out during the year, this would not be retained for the next year). When 2<sup>nd</sup> breakout reached, you will be scored in the new class from the next event.
- 8.6 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.
- 8.7 Points will be scored in each race for each class as follows:  
1<sup>st</sup> – 10 points, 2<sup>nd</sup> – 9 points, 3<sup>rd</sup> – 8 points, 4<sup>th</sup> – 7 points and so on.
- 8.8 In order to be classified as a finisher, a car must have completed not less than 66.6% of the distance of the race under its own power. The 66.6% shall be calculated to the last completed lap.
- 8.9 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).

## 9. **DRIVER CONDUCT**

Refer SSR's 46 to 66 (where applicable).

- 9.1 Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalized 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.
- 9.2 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 penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.



- 9.3 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 maneuver.
- 9.4 **Entering the Corner (Phase 1)**  
When two or more cars enter the braking zone of a corner together it is expected 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 center / 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 center 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.**
- 9.5 **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 maneuver 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.**

#### 9.6 **Exiting the Corner (Phase 3)**

From the “apex” out, the car on the inside will take extra care not to drift wide under power forcing the car on the outside 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.

#### 9.7 **Summary of Guidelines**

- a) 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.
- b) The bumping of the lead car behind the “B pillar” in the corner, left or right is the fault of the challenger.
- c) The ‘Y’ or ‘T’ bone of the lead car by the challenger is the fault of the challenger.
- d) 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.
- e) A competitor may enter a corner in any way he/she chooses provided he/she does not have a car in close proximity. In a straight line the lead driver may try to break the tow but when entering the braking area he/she must have chosen his/her line - left or right - if he has a car in close proximity.
- f) The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

The Process for reviewing incidents and applying penalties.

A written 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.
- Algoa Motorsport Club reserves the right to set up a “Driving Standards Committee” who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the Clerk of the Course.

- 9.8 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:
- a) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
  - b) 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 forming part of the championship.
  - c) A yellow card shall have the effect of a 3 place grid penalty for the next 3 races.
  - d) 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.
  - e) If a competitor is found guilty of an offence while ‘under yellow’ he/she may, following a hearing be issued with a red card.
  - f) Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
  - g) 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.
  - h) 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.
  - i) 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.
  - j) 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).
  - k) 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.
  - l) 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 penalized 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 Technical Committee should the driver wish to return to his original class.
- 10.2 No substitute cars are allowed to be used to score in the same Class or Overall Championship
- a) A driver may use an alternative car if his car breaks on the day, but will go to class X and will be scored in the class he/she falls in.
- b) In the event that the alternative car is used and it falls within the original class time it will not form part of the previous accumulated points, It will be a second entry in the same class and points will be scored from 0.
- 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.
- 10.3 Lap Timers are free in all classes. Coast to Port comms (in car comms) only allowed in class A.

## **11. COMPETITION NUMBERS**

- 11.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial font for rear windows both sides and A5 on right hand top side of windscreen if standing in front of the car, the number must also have the class as a prefix. (half the size of the number).
- 11.2 The relevant Association Chairman, on behalf of the Controllers, shall allocate all competition numbers.
- 11.3 Competition numbers shall be retained throughout the championship year and are not to be changed.
- 11.4 The top ten numbers will be reserved for those competitors that finished in the top ten overall championship the prior year.

## **12. CHAMPIONSHIP EVENTS**

The events making up the championship are listed in the 2020 MSA Calendar. When more than one race is held on any one particular day, the overall positions (time based) 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 this Championship. If a tie should arise in determining the overall winner for the day, the driver with the fastest overall time with the most laps over all heats will be used to determine a winner for the purpose of trophies only.



**13. CHAMPIONSHIP FORMAT**

The championship will generally consist of a minimum of 6 (six) rounds, 18 (eighteen) races for the year. The organizers 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. NUMBER OF EVENTS TO COUNT**

14.1 All qualifying events will count towards the Championship. The best fourteen (14) races will count towards the Championship i.e. a competitor may drop his / her worst 4 scores.

14.2 Events not participated in may be used as discards. If less than the minimum 6 (six) rounds are run by the organisers, no discards will be allowed. If a competitor is disqualified he / she may not use this race / heat as a “throw away”.

14.3 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.

**15. QUALIFYING, STARTING & STARTING GRID**

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

<b>Fastest Lap in Qualifying</b>	-	<b>Starting position for Race 1</b>
<b>Fastest Lap in Race 1</b>	-	<b>Starting position for Race 2</b>
<b>Fastest Lap in Race 2</b>	-	<b>Starting position for Race 3</b>

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.

**16. START PROCEDURE**

Rolling start. (SSR39) to be adhered to.

Safety car restarts (SSR45)

Red Flag. Stop on starting grid, do not enter pit lane unless instructed.





**17. CHAMPIONSHIP STATUS**

Should less than four (4) race meetings 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 favor 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 event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than seven (7) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

**20. DECLARATION OF CHAMPIONS**

The Motorsport South Africa Eastern Province Regional Committee, at its sole discretion, is responsible for declaring the 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 organize and promote the events that make up the championships. The "AMSC" takes full responsibility for organizing and facilitating the end of year prize giving and trophies.

**22. AMENDMENTS**

The Controllers reserve the right to introduce new regulations and or amend the existing regulations should circumstances warrant during the racing season. Any such amendments / additions to the regulations shall, however, only come into effect once it has been published on an official MSA circular. All additions / amendments will be published on the official notice board at the next event and circulated to all competitors.

**23. GENERAL**

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