



REGULATIONS AND SPECIFICATIONS FOR THE 2020 KWAZULU NATAL CLUB CIRCUIT CAR RACING CHAMPIONSHIP

MSA KWAZULUNATAL MOTORSPORT CIRCULAR KZN (161376/144)

THE KWAZULU-NATAL ROADRACING CLUB SERIES

Previous race experience is not a requirement and new competitors are most welcome. Track day experience for new entrants is a must to ensure the safety of the new entrant, as well as the rest of the competitors.

1. **CHAMPIONSHIPS & TROPHIES**

1.1. The KWAZULU-NATAL ROADRACING CLUB Champions will be the overall winner from each Category Super GT, Sports Cars, Modified/ Super Modified Cars, Porsche Challenge, and Time Attack Challenge. Based on accumulated points from the respective class. Should there be a tie, then the greater number of Category wins, followed by second positions and, if required, third positions etc. will be considered in order to break the tie. Category winner badges and subsidiary championship trophies will be awarded to drivers accumulating the most points within the following classes:

1. Super GT
2. Sports Cars
3. Modified Saloons
4. Super modified Saloons
5. Time Challenge

1.2. There will be Classes per Category which will all have Club Status

1.2.1 Two classes for Super GT cars as detailed later on in these Regulations

1.2.2 One class for Sports Cars for cars as detailed later on in these Regulations

1.2.3 A, B, C classes for Modified and Super Modified cars as detailed later on in these regulations.

Points per heat in respect of all Classes shall be awarded as detailed in these Regulations for club championship

1.3 The Number of participants in a Class shall be determined as the total number of cars in that class participating in any of Qualifying or Heats 1 or 2.

1.3.1 All races will be club championship races, unless otherwise specified. One away event will take place outside of KZN.

1.3.2 Subject to the number of competitors exceeding the minimum stipulated in the organiser's regulations for the day, the trophies shall be awarded per event as follows:

- Sports cars 1st, 2nd & 3rd
- Super GT Class A 1st, 2nd & 3rd, (Numbers dependant)
- Super GT Class B 1st, 2nd & 3rd, (Numbers dependant)
- Modified A 1st, 2nd & 3rd,
- Modified B 1st, 2nd & 3rd
- Modified C 1st, 2nd & 3rd,
- Super Modified 1st, 2nd & 3rd
- Time Challenge

1.4 Awards per event (Trophy's for the day) shall be determined as follows:

Modified A,B,C and Super modified Classes - the highest number of laps at the lowest total race time across the two heats will determine the trophy winner and subsequent positions in each class (subject, however, to relevant regulations regarding cut-off time that may be applicable within any class). Any Competitor that breaks the immediate Cut off time will be moved up immediately (elastic rule applies).

(Championship points will be allocated as per section 11.)

1.4.1 All championship race heats to be a minimum of 10 laps x 2.5km in length unless otherwise stipulated/changed by the COC

Class 6 (Time Challenge) will be Time Trial based using an "Index of performance" method to determine the overall winner.

For purposes of these regulations a 'racing event' is classified as qualifying and/or race heats

1.5.1 Scrutineering & eligibility to compete

All competitor vehicles must be presented to, and approved by, the circuit Scrutineers prior to participation in any Qualifying or Race session.

1.5.2. All vehicles must comply with the specifications stipulated herein, as well as All Classes must have Log Books and Environmental Mats for each Vehicle.

All vehicles must comply in full with the stipulated specifications of the Class Category in which they are entered.

1.5.3. Prior to participating in its first event for the season and after any contact, incident or material modification, a competitor vehicle must be presented for, and pass, a series of inspections conducted by the Class Scrutineer

1.5.5 The Race Committee may from time-to-time develop for adoption additional monitoring standards, guidelines, requirements, and/or procedures which it will then apply at its sole discretion

New competitors will be required to identify themselves by the attachment of a ribbon trailing behind the vehicle. The ribbon will be danger tape 1 meter in length and be supplied by the competitor.

This is a requirement for the first 2 race meetings for any new competitors and will be reviewed thereafter by the Race Committee.

2. Racing Numbers & Logos (All Classes)

2.1. All vehicles will carry numbers and class identification by use of prefix A, B, C, or S as designated for the series. A minimum of 3 number boards must be placed on the vehicle, 1 on either side, and 1 on the Bonnet / Nosecone. Placing one on the rear of the Vehicle is recommended, but optional.

2.2. The Committee or race organisers may, from time-to-time, determine the positioning, size and quantity of series sponsor logos.

2.3. Standard Number boards will be required by all competitors as provided by the CLUB at a nominal fee. (supplied by club ensures uniformity)

2.4. Transgressions may result in a loss of points for the event concerned.

2.5. If Race numbers have not been used for a season, that number will become available for any other competitor to use. Each Competitor has the right to reserve his current Number for another season by submitting a request in writing to the Race Secretary.

3. Vehicle Eligibility – Category Super GT

3.1 Category Super GT has two Classes – Class A and Class B

3.2 Class A – This is limited to the use of Full Slick tyres only

3.3 Class B – This is Limited to the use of Semi Slick tyres only – Any Turbo charged or NA vehicles that do not fall into Modified or Super Modified will fall into this Class

3.4 Modifications are free of limitations

4. Vehicle Eligibility– Category Sports Cars

4.1 It is recorded that only Sports Car type vehicles are eligible to race in this Category, and the Race Committee may, at its discretion or by amendment to these regulations, or by MSA Bulletin,

permit departures from Vehicle Eligibility to the extent that such departures serve not to present a safety risk.

5. **Vehicle Eligibility– Category Modified Production Cars**

- 5.0.1 The following will place the entrant within the modified class. Normally aspirated motors 2200cc or less, 4 cylinder or less.
- 5.0.2 Race Committee for the following Regulations refers to the panel comprised of, Class Rep, Head Scrutineer and the Club Chairmen. In the event there is a ruling that needs to be decided, the entrant will need to contact the class rep in order to start the process.
- 5.0.3 Regulations 5.4 to 5.8 are specific to any new entrants entering the category in 2020 onwards. All entrants having competed the Modified's championship in 2019 will be allowed to enter their Vehicle as it was entered in 2019. No further modifications contravening regulations 5.4 to and including 5.8 will be allowed. If an entrant's vehicle is affected by regulations 5.4 to and including 5.8 It is the responsibility of the Entrant to contact the Class rep to document which regulations apply to their vehicle. The MSA TA for KZN will be doing inspections on the Final event for 2019 – (9th November 2019) Any vehicle not present must be checked, the entrant is required to contact the class rep no later then COB the 11th of November 2019 to arrange for the TA to inspect the vehicle. If the vehicle that has been passed changes ownership the new owner will need to enter as a new Entrant and will therefore fall under the new Regulations and the vehicle will no longer be exempted from 5.4 to 5.8

- 5.1 Only permanent enclosed roofed type vehicles are eligible to race in this Category, the Race Committee may, at its discretion allow entrant to the extent that such entrants do not present a safety risk.
- 5.2 Any new entrants need to consult with the KZN Road Racing Modified' s Class Rep to confirm eligibility prior to the Race event they have entered.
- 5.3 All Wheel drive or 4x4 vehicles are not permitted in this category.
- 5.4 The use of Fiberglass or Carbon panels is allowed provided it does not present a safety risk. This is limited too, Bonnet, Front Quarter panels (Fenders), All Doors and boot-lid.

Roof and rear quarters must remain steel.
- 5.5 The replacement of Front Windscreen is permitted provided the Material is polycarbonate only. Thickness must be no less then 3mm thick and braced in the Center but means of Aluminium or Steel square tube secured with Rivets/nut and bolt on the top and bottom of

the windscreen frame. The windscreen must be secured using Rivets, Sikaflex or nuts and bolts.

- 5.6 The replacement of side and rear windows is permitted provided the material used is polycarbonate only, thickness no less than 1.5mm thick. The Drivers side is required to have a closed window or window safety net.
- 5.7 Space frame chassis or Tubular chassis are not permitted. A Space Frame or Tubular chassis is defined where most or all of the Unibody structure has been replaced with drawn piping. The Race committee will decide on the eligibility of a vehicle if there is any doubt.
- 5.8 Suspensions may be modified providing the original type and the manufacture's original Strut mounting points per wheel on the body are retained and utilised in the suspension setup (eg: Factory pickup points, mounting points and strut mounting points) Adjustable Camber and Caster plates are permitted and may be welded or bolted to the original factory strut mounting point. Vehicles with changes outside of this criteria will be classed in Super Modified, this will be decided by the Race committee.
- 5.9 Tyres, Only original manufacturer racing semi slicks will be accepted no matter the weather conditions and they must be of the following brand make. Bridgestone, Toyo or Dunlop. Additional brands may be used at the committee's discretion. Please ensure you have checked before purchasing tyres. No re-treaded or Re-grooved tyres are permitted. No road legal semi slicks are permitted. No additives or "paint on" chemicals may be used to increase traction or alter the compound in anyway. Tyres must remain as they were purchased from the manufacturer
- 5.10 The Modified Class cut-off times will be determined by the Race Committee for each circuit and may be published by an MSA Bulletin. Breakout times may be reviewed if there are changes to the circuit during the year.

A Driver exceeding a cut-off time of a class may take his club championship points scoring to the higher class as follows, Class changes are immediate and will be in effect for both heats of the day regardless of which heat in which you are deemed to have broken out. Pro-rata Points scoring will then take effect as per break out rule for your new class

Race Event 1 to 3 - 75% of points earned carried forward.

Race Event 4 or 5 - 50% of points earned carried forward.

Race Event 6 onwards - 0 points to be carried forward.

Dezzi Raceway

- Modified A Class cut-off time is a 1m19s thereafter will move to Super Modified's or Super GT Class B
- Modified B Class cut-off time is a 1m23s thereafter will move to Modified A
- Modified C Class cut-off time is a 1m27s. thereafter will move to Modified B

Elastic Rule

The Breakout will require 2 laps in any 1 race event (qualifying, and race heats) where a competitor exceeds (lap time faster than) the breakout time by less than 1 second.

If you exceed the Breakout time by more than 1 second, you immediately Breakout into next class.

6. **Vehicle Eligibility – Category Super Modified**

The following will place the entrant within the Super modified class. Turbocharged, Super charged or rotary powered Engines. NA Motors greater than 2200cc. Motors that have more than 4 cylinders.

The following regulations from Category Modified will apply to Super Modified's. Modified's regulations 5.1 to and including 5.9

A Driver exceeding a cut-off time of a 1:17.000 will be moved to Super GT Class B, Class changes are immediate and will be in effect for both heats of the day regardless of which heat in which you are deemed to have broken out.

Elastic Rule

The Breakout will require 2 laps in any 1 race event (qualifying, and race heats) where a competitor exceeds (lap time faster than) the breakout time by less than 1 second.

If you exceed the Breakout time by more than 1 second, you immediately Breakout into next class.

7 **Vehicle Eligibility–Time Challenge**

This is a time based class. Vehicles do not require a roll cage as it is not racing head to head. However all vehicles will carry a 1.5kg Fire extinguisher mounted within reach of the driver whilst strapped into the race seat. All cars are subject to Race scrutiny and Competitors must comply with Scrutineers Requests.

7.1 Time Challenge will be Time Trial based using an "Index of performance" method to determine the overall winner. (Index of Performance – smallest time variance between fastest lap and slowest lap (excluding out-lap and pitting lap) 75% of allocated laps needs to be completed.

Regulations listed below refer to all classes:

Pit Allocation:

Car and trailers are to be removed out of the pit area immediately after offloading. Trailers are to be parked in the trailer park.

Pits are booked at the beginning of the year. If you do not have an allocated PIT, please contact your class rep before the race event.

Eligibility

8 The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles comply with the specifications as per the MSA Handbook and relevant regulations.

Social media

Social media is not to be used as a forum to raise disputes, voice personal opinions or views relating to club matters or events, discuss issues or bring the clubs name into disrepute. If there is a grievance this is to be addressed with your class rep who will bring it to the committee meeting. If a club member comments negatively or brings the clubs name into disrepute, the Committee will discuss the issue at the next committee meeting and the member will be issued with one of the following. The committee will decide and vote on the action taken.

Warning

Suspension from club events (time determined by committee)

Banned from all club events

All Entries

9.1 Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:

9.2 Entries will be accepted, in the order of being received, up to a maximum of 32 cars only

9.3. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.

9.4 Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109.

9.5. The organisers reserve the right to cancel or amalgamate a category should less than 6 entries be received

Safety List

10.1.1 Roll-over protection

A roll bar with at least six mounting points or role cage as per MSA is required for all Race Classes. The primary aim of the Rollover Structure, when correctly designed and installed, is to reduce the risk of injury to the occupant/s.

10.1.2 The design and construction of the Rollover Structure, where not covered by individual racing category regulations and specifications, must as both applicable and appropriate, comply to the minimum requirements as stipulated in Appendix J of the FIA Articles in so far as they relate to the ability to withstand the prescribed vertical and lateral loads and allowable elastic and permanent deformation of the primary member of the rollover structure, to a maximum of 50mm

10.1.3. Taking the above parameters into consideration, the general configuration, with the driver in the normal seated position and safety harness securely on and ready to compete, the rollover structure shall:

10.1.4 Be at a minimum height of 50 mm above the driver's helmet measured from a horizontal line drawn across the top of the primary rollover member;

10.1.4. Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;

10.1.5 In combination with the vehicle structure shall not leave unprotected any part of the drivers shoulder profile when viewed from the front or rear of the vehicle;

10.1.6 Be adequately braced longitudinally and laterally.

Dispensation

10.1.7 Where the rollover structure does not fully meet the above requirements and the safety of the driver is not compromised, the Clerk of Course, in his sole discretion, may allow the competitor to compete; and

10.1.8 Where MSA, in special cases, has given dispensation to period vehicles which were not originally fitted with a rollover structure as in for example, front-engine Historic Single Seaters – in both cases (10.1.7 and 10.1.8) an indemnity must be signed by the competitor/s attesting in writing their understanding of the additional risk of death or injury arising from their use of the vehicle without fully compliant rollover protection equipment. A MSA indemnity document – rollover protection- needs to be completed before the competitor will be allowed to compete

10.2. Fire extinguisher Compulsory all Classes

Fire extinguisher of 1.5 kilogram minimum extinguishing capacity must be fitted. Proof of service or purchase must be furnished in accordance with MSA regulation GCR 257.

Fire extinguisher to be within reach of driver with harness done up. A decal should be positioned to show the marshals the location of the extinguisher.

10.3. Wheel Studs

Wheel nuts should have at least 1.5 x diameter's engagement with studs. Closed nuts are not allowed.

10.4. Brakes

Brake callipers to be attached to suspension using Grade 8.8 or better bolts. Brake discs should not show evidence of structural cracking. Brake hoses should be in good condition and must not rub against moving parts such as wheels, tires or the ground. Brake fluid to be replaced at least yearly, and should appear clean and be uncontaminated. The level of brake fluid should be within limits before every race. Brake pads must have at least 3mm of friction material left before every race.

Brake pedal must be firm, and have the correct travel.

All cars must have visible working brake lights at the rear.

10.5. Electrical system

Battery cut-off switches to be fitted to All Racing Classes and must be accessible to marshals from outside the car as well as being accessible to the driver when fully belted into the Race car. A decal should show the position of the cut-off switch and the direction to turn the power off. Batteries to be securely mounted and covered if mounted in the driver area. Wiring to be in good condition and connections should be insulated. Grommets should be fitted where the wiring goes through all panels. When the Battery cut-off is switched off, it must completely cut ALL electric power and the engine must stop

10.6. Clothing

Fire Retardant Racing overalls, Gloves and Shoes to be worn by all Racing Class competitors. Fully enclosed shoes, Shirt, Trousers and gloves to be worn by all competitors Full face, double D- Clip Helmets are to be worn by all competitors and must be in good condition. Time challenge to wear long sleeve cotton shirt, cotton trousers and closed shoes.

10.7. Seat Belts

Safety belts/harnesses Four, Five or six Point, shall be fitted in accordance with the requirements of the MSA safety commission. The harness must be in good condition.

All belts expiry and grace period must be within the GCR rulings.

10.8. Other

All cars shall, at a minimum, have 2 mirrors, positioned such as to have an unobstructed view behind the car. Sump, gearbox and diff drain plugs, oil filters or threaded fittings, shall be safety-wired in place. Indicated towing points are to be provided front and rear. No loose carpets or other items shall be present in the car. All headlight glass to be taped. Engine oil to breathe into a catch min 2l tank or inlet manifold. Cooling system to breathe into a catch tank. Ethylene –Glycol (antifreeze) is not permitted in the cooling systems.

Steering wheel and seat must be securely mounted to the satisfaction of the scrutineer.

All competitors must have an Eco mat placed under the cars running gear at all times, that the car is stationary in the pit area

10.9 Yellow Card system

First “Yellow card” valid for 3 races meetings as a prescribed warning against poor Sportsman like behaviour as detailed in the Code of Conduct

Second “Yellow card”, will incur a 30 second penalty time onto your race time and extends card by further 3 races.

Third “Yellow card”, will incur an exclusion from racing the remainder of the current event and will miss the following race event. (if a 3rd card occurs on last race of the season, the competitor will miss the first event of the next season)

11 **Championship Points**

11.1 Championship points will be calculated as per point allocations per individual heats.

A Finisher is determined as follows

A motor vehicle must have completed at least two thirds of the race distance under its own power.

A DNF is determined as motor vehicle that does not complete at least two thirds of the total laps rounded to the nearest lap for that race heat. If a competitor does not complete two thirds they will not be allowed to score points for that heat.

The Last event of the year is for double points in both heats.

Away KZNRRC events will carry an additional 25 points for attendance.

All Competitors lowest scoring event (2 heats) will be disregarded when calculating the final championship standings for all classes.

11.2 Points allocated per heat finish positions are as follows:

1st - 25

2nd - 20,

3rd - 16,

4th - 13

5th - 11,

6th - 10,

7th - 9,

8th - 8,

9th - 7,

10th - 6,

11th - 5,

12th - 4,

13th - 3,

14th - 2,

15th - 1.

12 **RACE DISTANCE.**

Each race meeting or round of a championship will generally consist of two separate races, each with a minimum race distance of 24 kilometres and a maximum race distance will not exceed 50 kilometres. All distances will be to the next completed lap. Notwithstanding the above, an organiser may apply to MSA for permission to run one race only at a particular meeting under exceptional circumstances. Race distance in this case may not exceed 50 kilometres, unless permission to the contrary is granted by MSA. To be classified as a finisher, the vehicle must have crossed the finish line and received the chequered flag under its own power.

The promoters of each event will at their own discretion be allowed to increase the race distance.

13 **FUEL**

Strictly no Methanol or Methanol blended fuels are permitted. Strictly no Nitrous permitted.

14 **Tampering**

If an entrant or competitors team is caught tampering with a competitor's equipment, or vehicle,

They will be asked to leave and only be allowed to re-enter their next KZNRRC event, subject to the committee approval.

15 **GRID POSITIONS**

Grid positions for heat 1 will be as per qualifying. Heat 2 will be as per finish positions of Heat 1. If timing is not available Points standing to date will determine grid position for heat 1.

It is up to the competitor to know their track position prior to the start of the race, failing to do so will result in driver starting from the back.

If transponder/timing is to fail, driver will be placed behind the last driver in his or her category.

15.1 Modifieds Class Only

Heat 2 per event will have the top 5 (from heat 1 results) draw a numbered ball out of a hat, the numbered ball will indicate (determine) the grid position for heat 2 for the top 5 from Heat 1, the rest of the grid is determined as per heat 1 results. The order of selection will go according to heat 1 results. IE: 1st Place in heat 1 will get first selection of the numbered balls, 2nd place will get second selection and so forth .

(top 5 finishers regardless of class)

16 **Protests**

Protests shall be lodged as per MSA GCR's (refer GCR's 197 through 207)

17 **Contact Details Motorsport SA**

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