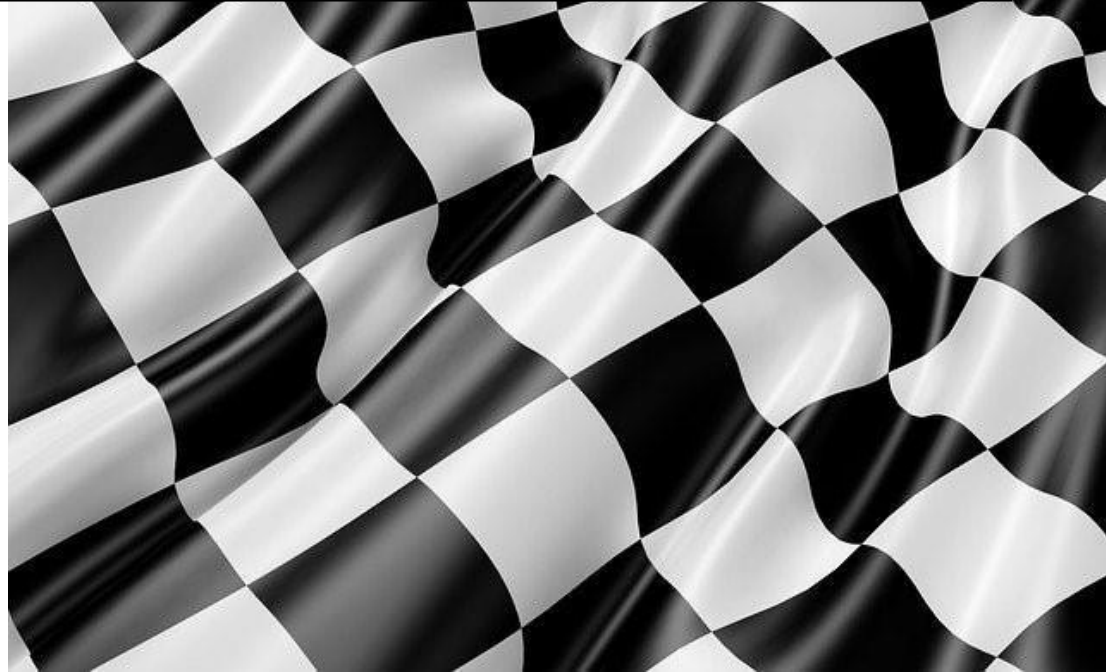




2025

Club Standing Supplementary Regulations

Northern Regions Clubman's Championship



Version 1

1 January 2025

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>

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INTRODUCTION

Clubman's Racing is a Club Racing Championship inviting like-minded club racers to compete.

The aim of the Championship is to declare a Sprint Club Champion, Index Club Champion and an Overall Club Champion.

1. OBJECTIVE

Clubman's Racing objective is to provide racing that is rewarding to the competitor.

Our mission is to grow the racing grid to such an extent that makes it exciting for the spectators and sponsors alike.

As a Club we want to give back to the Competitors and make it a fun family friendly Championship.

2. ELIGIBILITY OF A COMPETITOR

Clubman's Racing is an invitational Club Championship where the committee reserves the right to accept or decline any membership or entry.

All competitors must hold a current club circuit racing licence held and administered by MSA. All competitors must be current PAID-UP members of Clubman's Racing.

3. ELIGIBILITY OF VEHICLES

Clubman's Racing committee reserves the right to accept or decline any vehicle not conforming to the spirit of the Championship.

The Clubman's Racing committee will allow all MSA compliant vehicles to participate but will exclude the following vehicles:

- Open wheelers
- Single seaters
- V8 space frame cars specifically built/created or raced in any previous National or National Challenge Series
- Open Sports Cars, Lotus 7, Sports 2000 or Similar. (These vehicles will be permitted to participate alongside Clubmans Competitors in the NSCC Category)

3.1 All vehicles must comply with MSA circuit racing safety requirements (roll cage, fire extinguisher etc)

3.2 No Live "in-car" lap timers, which includes electronic pit to car communication of any kind, will be allowed during official practice, qualifying or in any race.

3.2.1 No Cell phones are permitted "in car"

3.3 Please note that no "Data Logging Device" of any nature is permitted during Official practice, Qualifying or any Race.

3.4 All vehicles must display the Clubman's Racing Sponsors decals on their vehicles as prescribed by the committee.

3.5 All vehicles must display their numbers on both sides of the vehicle and on the front windscreen.

3.6 Head lights and tail lights are optional.

3.7 There must be a visible form of functional brake light and working indicators.

3.8 Any make of tyre will be allowed.

3.8.1 No re-tread tyres will be allowed.

3.9 Fuel: As per MSA GCR 240 with Ethanol being allowed up to a RON of 109. Methanol is disallowed.

4. RACING CLASSES, SCORING AND TROPHIES

CLASS STRUCTURE

- 4.1 All competitors will race in time classes as published by Clubmans 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.
- 4.2 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.
- 4.2.1 The competitor shall remain in that class until the competitor has set a timed lap in qualifying, thereafter they will be placed in the relevant class.
- 4.3. 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 E to Class F).
- 4.4. 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.
- 4.5. In the event that a competitor outperforms the class, to which the driver/car has been allocated, by lapping faster than the class break out lap time, on any single race lap at an event (inclusive of and not limited to sprint races, endurance and any other race) the competitor will be penalized by the amount of time by which the competitor outperformed the lap time limit, times the number of laps in the race, rounded up to the nearest second, with a maximum of 30 seconds.
- 4.6. If a competitor laps 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 or in the first race, 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 penalty as in rule 4.6 will apply and 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.
- 4.7 Internally there will be two Categories known as Super saloons (Spaceframe Forced Induction and full slicks) and Clubmans (Normally Aspirated only semi slicks) and the Year End Function will include recognition of the first three Competitors in each division.
- 4.8 Classes will score as below and Trophies will be awarded on combined race times of race 1 and 2.
- 4.8.1 Points will be scored in classes on the following basis for each race:
1st 10 points
2nd 9 points, and so down to 1 point for 10th
- 4.8.2 Where an event is held with more than one race, each race will be scored as a separate race. Where an event is run with only one race of longer duration, double points will be scored.
- 4.8.3 Subject to clause 4.7, 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.
- 4.8.3.1 All points scored in any Class (including Index Points) will be accumulated in the Overall Championship
- 4.8.4 Should Three 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:
- | | | |
|----------------------------|----------------------------|----------------------------|
| 3 Cars | 2 Cars | 1 Car |
| 1 st = 9 points | 1 st = 8 points | 1 st = 7 points |
| 2 nd = 8 points | 2 nd = 7 points | |
| 3 rd = 7 points | | |

4.9 INDEX OF PERFORMANCE

Points scored per heat (If only 1 heat, double points will be awarded)

1st: 10

2nd: 8

3rd: 6

4th: 5

5th: 4

6th: 3

7th: 2

8th: 1

Index calculation

$$\text{IOP\%} = \frac{\text{FL}}{(\text{RT}-\text{Cred}) / \text{L}} \times 100$$

IOP % = Index Of Performance in percentage

FL = Fastest Lap

RT = Race time

Cred = Credit of 0,5sec per grid row (1st row 0 sec)

L = Laps completed

- 4.10 Because of the credit mentioned above, a competitor may want to qualify slower to get more credit, and therefore more time deducted from his/her race time, which will result a better index %. Therefore, if a competitor goes 2,5 sec faster in the race than in qualifying, he/she will be disqualified immediately. If a competitor experience a problem during qualifying, he/she can report this to the scorer, and he/she will NOT be disqualified, but will get NO credit on the grid.

This disqualification will only be applied in Heat 1, not in Heat 2

- 4.11 To classify for Index, a competitor must cross the finishing line at the end of the race (he/she must get the checkered flag) So, if a competitor breaks down on lap 9 (of 10) and stop, he/she will be classified as a finisher (66% of the race) but his/her index will not be calculated. If he/she only slows down and complete 9 laps and crosses the finishing line at the end of the race, his/her index will be calculated.

If a competitor gets disqualified in Heat 1, he/she will also be excluded from the overall index results.

4.13 INDEX CHAMPIONSHIP

In addition to the above points

- a. There will be 2 Bonus Points for Pole Position in each Class in Heat 1. (Towards Sprint Championship)
- b. 1 Bonus point for the Fastest Lap in Each Heat in Each Class. (Towards Sprint Championship)
- c. There will be an additional Bonus Point for attending the Noggin.
- d. An additional Bonus point will be awarded for collecting your own Trophy at Prize Giving regardless of whether it is at the track or the Noggin.
- e. For any Northern Region Club 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. DRIVER CONDUCT

Clubman's Racing approves a yellow card system. (A Yellow Card will be issued to all and any Competitor involved in an on track incident)

Should the same Competitor be involved in another on track incident within three (3) events they will be issued a Red Card.

The officials at any race meeting may issue a Yellow Card and the Red Card will be an automatic follow up.

The Clubman's Racing committee can investigate Yellow Card offences on or off track.

If a Competitor receives a yellow or Red Card, he or she will be penalised as follows:

1st Yellow Card - Warning and a Yellow Sticker on the Vehicle.

1st Red Card - loss of three Championship points

2nd Red Card - 1 race meeting ban

6. GRIDS & STARTS

All starts will be preferred rolling starts.

(Should Clubmans join another Category due to Number of Entries or for any other reason a Standing Start may be Utilised)

Qualifying will determine the Grid for Race 1. Fastest to slowest Race 1 Lap times will determine the Grid Position for Race 2, Fastest to slowest, I.E Race 1 is Qualifying for Race 2. If a competitor does not set a time during qualifying or Race 1 he/she will start back of grid.

On occasion there may be an alternative Starting order whereby either Category, Clubmans or NSCC may form a Grid either in front of or behind the other Category.

7. ADDITIONS AND AMENDMENTS

Any provision unforeseen in drawing up these regulations and specifications or any additions or amendments to be made thereto will be subject to a circular of these rules issued by the Clubman's Racing committee.

APPENDIX A - BREAKOUT TIMES

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Clubmans Breakout times

	Zwartkops		Phakisa		Dezzi	
Class	Break out	Im break out	Break out	Im break out	Break out	Im break out
A						
B	67.1	66.7	107.6	106.7	76.9	76.2
C	69.4	68.7	111.4	110.4	79.6	78.8
D	71.7	70.6	115.5	113.8	81.5	80.3
E	74.2	73.1	119.6	117.8	84.4	83.1
F	77.2	76.0	124.4	122.5	87.8	86.5
G	80.3	79.1	129.4	127.4	91.3	89.9
H	83.5	82.2	134.5	132.5	94.9	93.5

	RedStar clockwise		RedStar anti-clock	
Class	Break out	Im brk out	Break out	Im break out
A				
B	123.5	122.4	126.1	124.9
C	127.8	126.7	130.5	129.3
D	132.6	130.6	135.3	133.2
E	137.3	135.2	140.1	138.0
F	142.8	140.6	145.7	143.5
G	148.5	146.3	151.5	149.2
H	154.4	152.1	157.6	155.2