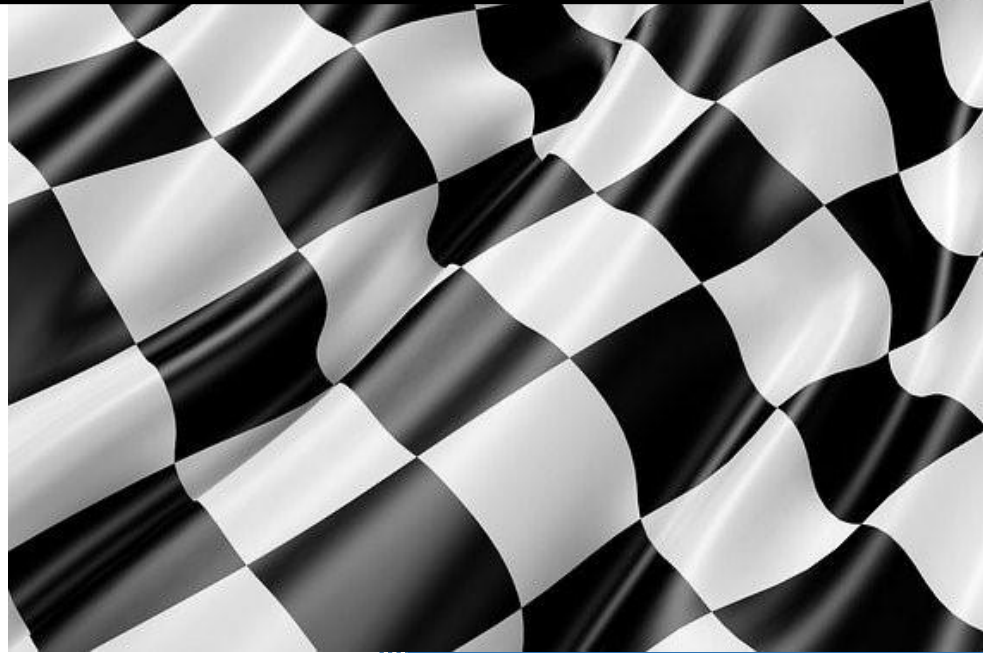




2025

Club Standing Supplementary Regulations

KZN Road Racing Club Circuit Car Endurance Championship



Version 1

15 February 2025

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Number</i>	<i>Rule</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

REGULATIONS AND SPECIFICATIONS FOR THE 2025 KWAZULU NATAL CLUB CIRCUIT CAR ENDURANCE CHAMPIONSHIP

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. CLASSES

1.1. The KWAZULU-NATAL ROADRACING CLUB Endurance winners will be the overall winner from each Class. Classes are listed below. Team winner trophies for first, second & third place will be awarded to the teams based on the highest number of laps and distance within the 1 hour for the following classes:

1. Class A
2. Class B
3. Class C
4. Class D
5. Class E

1.2. Classes are time based and will be determined by the fastest lap time achieved during the endurance race in accordance with 1.2.21.2.1 The time keeper will provide the data at the end of the race and determine the class per team as per 1.2 and 1.2.2

1.2.2	CLASS A	-	1,1899 and faster
	CLASS B	-	1,1900 – 1,21.999
	CLASS C	-	1,22 – 1,24.999
	CLASS D	-	1,25 – 1,27.999
	CLASS E	-	1,28 and slower

1.2.3 A single trophy will be awarded to the Team for the best index of performance.

1.3. 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.

1.3.1. All vehicles must comply with the specifications stipulated herein,

All Classes must have Log Books and Environmental Mats for each Vehicle.

2. **Racing Numbers & Logos (All Classes)**

- 2.1. All vehicles will carry numbers. 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. If race numbers are duplicate between 2 competitors, an additional digit (a number 1 preceding the competitors number) will be added to the number to one of these competitors to prevent such duplication

3. **Vehicle Eligibility**

- 3.1 All vehicles are allowed within the following conditions in 3.2 , 3.3 & 3.4
- 3.2 No open wheeled vehicles allowed. Wheels must be covered with at least a mudguard. If a vehicle's mudguard is damaged or no longer attached to the vehicle, the vehicle will be black flagged and only allowed back on track once a mudguard is fitted and deemed satisfactory by the Scrutineer.
- 3.3 All vehicles must have a roll over structure as per GCR 239 C read in conjunction with Appendix J of the FIA Articles.
- 3.4 Modifications are free of limitations

4. **Competitor Eligibility**

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.

ALL ENTRIES

- 4.1 Should the number of entries received for the event exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:
- 4.2 Entries will be accepted, in the order of being received, up to a maximum of 32 cars only
- 4.3. 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.
- 4.4 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.
- 4.5. The organisers reserve the right to cancel or amalgamate a category should less than 10 entries be received

5. GRID POSITIONS

- 5.1 Grid positions for the race will be as per fastest qualifying times achieved in whichever sprint race qualifying session from earlier in the day in order of fastest to slowest lap time. If a competitor is only entering the endurance race the competitor must do qualification in the most suitable class according to the vehicle type in the qualifying sessions allocated for the sprint races.
- 5.2 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 of the grid.
- 5.3 Vehicles failing to qualify will start from pitlane. The order in which cars start from pitlane, should there be more than one such competitor, will be determined by the CoC with preference given to the competitor who achieved a faster lap time in the practice of the weekend, failing this, a higher placed finish in a previous race and so on.

6. QUALIFICATION AS A FINISHER

- 6.1. A vehicle must cross the finishing line under its own power on the circuit after the chequered flag has been shown to qualify as a finisher. A vehicle may not be pushed at any time by any means during an event except by track officials except where the vehicle has reached the pit entry line and may be pushed by personnel authorised to be on the pit lane.
- 6.2. A vehicle must complete 75% of its class winner's race distance to qualify as a class finisher.
- 6.3. Race distance will be defined as the number of laps completed by the leading vehicle in each class. Should there be only one vehicle or should only one car in a class finish, the organisers will determine a class race distance based on 75% of a race distance calculated by using the historical lap times of a car in that class.
- 6.4 The Pit Lane Exit will close 5 minutes before the end of the race. This closing time will be based on the official timekeeper's time and not subject to a visual aid to determine the closure.

7. COMPULSORY STOP

- 7.1 All teams must perform a compulsory stop of no less than 4 minutes. The stop will be timed from the moment the vehicle enters the pit lane until the moment the vehicle exits the pit lane.
- 7.2 Non-compliance to rule 7.1 will result in a 6 lap penalty for the offending team

8. SAFETY CAR

- 8.1 A Safety Car will be used as described below.
- 8.2 Pit stops are allowed during a Safety Car intervention period, except for the last five minutes of the race when the pit lane is closed and when the safety car is entering the start finish line zone, where the pit lane will be closed for this short period to allow all trailing cars to past the pit exit.

Safety Car Procedures

The basis for this document is a speedy reaction to and recovery of broken race cars during open practice, qualifying and endurance race conditions.

- 8.3. The Safety Car is deployed from the Pit Lane exit by the CoC for an incident. A single yellow flag accompanied with the SC board will be displayed by the track marshalls throughout the circuit. All competitors are to slow down to 60 km/hr and no competitor is allowed to overtake any other competitor. The Safety Car will pick up a random Car as it exits the Pit Exit area and will proceed onto the circuit holding position in front of said car. The officials will decide in conjunction with the CoC by radio communication if the incident requires a recovery of vehicle/vehicles to the pits or the vehicle/vehicles are to be abandoned from the event and moved to a place of safety. The SC will proceed around the circuit and may pass the Recovery Vehicle when it re-enters the circuit to return to the pit area.
- 8.4. The SC will only switch off its lights for a restart when the RV has entered the pit area under instruction from the CoC.
- 8.5. The SC boards will be removed once the SC has exited the circuit and no car may overtake another prior to the Start/Finish line where a green flag will be waved.
- 8.6. Cars that have entered the pits during the SC period may only re-join the circuit at a safe pace and proceed to the back of the SC "train". Should the SC "train" be passing the pit lane exit when a competitor wants to exit the pit lane the competitor must be held until the last SC "train" car has passed the pit exit and then released.
- 8.7. Should the pit straight area be blocked by debris from an incident, the SC may use the pit lane to avoid that section of the circuit during the SC period at the discretion of the CoC.
- 8.8. Once the SC lights have been switched off competitors may not weave behind the SC but must maintain a single line of vehicles until the restart.
- 8.9. Should the SC come up behind a slow-moving competitor during the SC period that competitor must be taken as a slow-moving vehicle with a white flag displayed by the marshals, and it must take up position at the rear of Safety Car "train" after being passed by the SC and all other competitors.
- 8.10. Cars must proceed at a safe pace to catch up to the SC and form a train behind the SC.
- 8.11. Cars leading the SC train may not accelerate and or pass the SC until the SC has left the circuit.
- 8.12. Non-compliance with any of the above by competitors refer to Appendix G

9. RED FLAG

- 9.1. Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by race the Clerk Of the Course.
- 9.2. Drivers may take personal refreshments during a red flag stop but must remain in the vehicle.
- 9.3. A vehicle may not be worked on during a red flag stop, but windscreens, radiator or visors may be cleaned of debris.
- 9.4. Vehicles may not enter or exit the pits during a red flag stop.

- 9.5 A TWO-minute board will be shown to signal a rolling restart behind a safety car.
- 9.6 The order of restart will be the order at which the drivers were running the lap before the red flag came out

10. REFUELLING

- 10.1. A maximum of 5 crew members may be involved in the refuel of a car whilst the car is on Pit Road only at any times before or during an event.
- 10.2 Drivers may not remain in a vehicle but can conduct a driver change during refuelling. Only a fully cladded crew member or driver attired as per rule 18
- 10.3 may assist in the changeover of an incoming or outgoing driver.
- 10.4 Each entry must have a minimum of two 9kg dry powder or equivalent fire extinguishers. One of these must be placed within easy reach of the refuelling crew on the pit lane and the second, with its safety pin deactivated, must be held by a crew member, and faced towards a refuelling operation. All fire-extinguishers must carry a current sold by date or a current service date.
- 10.5 The vehicle engine must be shut down during refuelling and may not be started until refuelling is complete.
- 10.6 A wet blanket must be placed over the wheel or exhaust area closest to the vehicles fuel intake point. The blanket must be of suitable size to cover the vehicle wheel or exposed exhaust area.
- 10.7 No work of any nature is allowed on the vehicle whilst it is being refuelled.
- 10.8 Vehicles may be refuelled by gravity feed only.
- 10.9 The refilling of fuel rigs with electric pumps is not permitted unless the equipment complies with FIA standards otherwise only manual, or air pressure pumps may be used.
- 10.10 No booms may cross the pit lane at a height of less than 1.90 meters.

11. RACE START AND FINISH PROCEDURE

- 11.1 Race starts will be conducted by way of a rolling start unless otherwise stated in the event SRs.
- 11.2 The Pit Lane will be opened Fifteen Minutes, or as specified otherwise in the event SRs, prior to the scheduled start of the race.
- 11.3 The pit lane exit will close Five minutes before the official race start and will reopen at the race start or unless otherwise directed by the CoC. 20.4 GCR272 (iii) will not be applied for the last lap of the race.

12. OUTSIDE ASSISTANCE

- 12.1 In the event of a vehicle breaking down on the circuit, no outside assistance is permitted other than by the track officials who may move the vehicle to a safe position or position the vehicle for towing the vehicle back to the pits. Such assistance may be used to restart the engine.

- 12.2 A vehicle may only be returned to the pit area by means of it being towed behind a support vehicle by means of a tow strap. A roll back or trailer may be used to return the vehicle to the pits during a race if directed by race officials.
- 12.3 Only the driver is permitted to make repairs outside of the designated pit area during a race. No assistance may be given by any third party outside of the confines of the circuit demarcated areas. Should a driver abandon or leave a car on circuit the car is deemed as retired and may not be retrieved for repair at a later stage.
- 12.4 No refuelling or replenishment of fluids or lubricants is allowed on the circuit.

13. SAFETY LIST

13.1 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.

- 13.2 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
- 13.3. 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:
 - 13.4 Be at a minimum height of 50 mm above the tallest driver's helmet measured from a horizontal line drawn across the top of the primary rollover member;
 - 13.5 Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;
 - 13.6 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;
 - 13.7 Be adequately braced longitudinally and laterally.

Dispensation

- 13.8 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
- 13.9 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

14 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.

15. Points Scoring

Points towards the championships will be scored per race/heat on the following basis:

Pos	Points
1	25
2	20
3	16
4	13
5	11

Pos	Points
6	10
7	9
8	8
9	7
10	6

Pos	Points
11	5
12	4
13	3
14	2
15	1

16 Wheel Studs

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

17 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.

18 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

19 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.

20 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.

21 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, 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

Competitors are to ensure that transponders are fitted to their vehicles from the first practice session of the event. Competitors venturing onto the circuit without a transponder will be black flagged.

22 FUEL

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

23 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.

24 Protests

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

25 **Contact Details Motorsport SA**

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