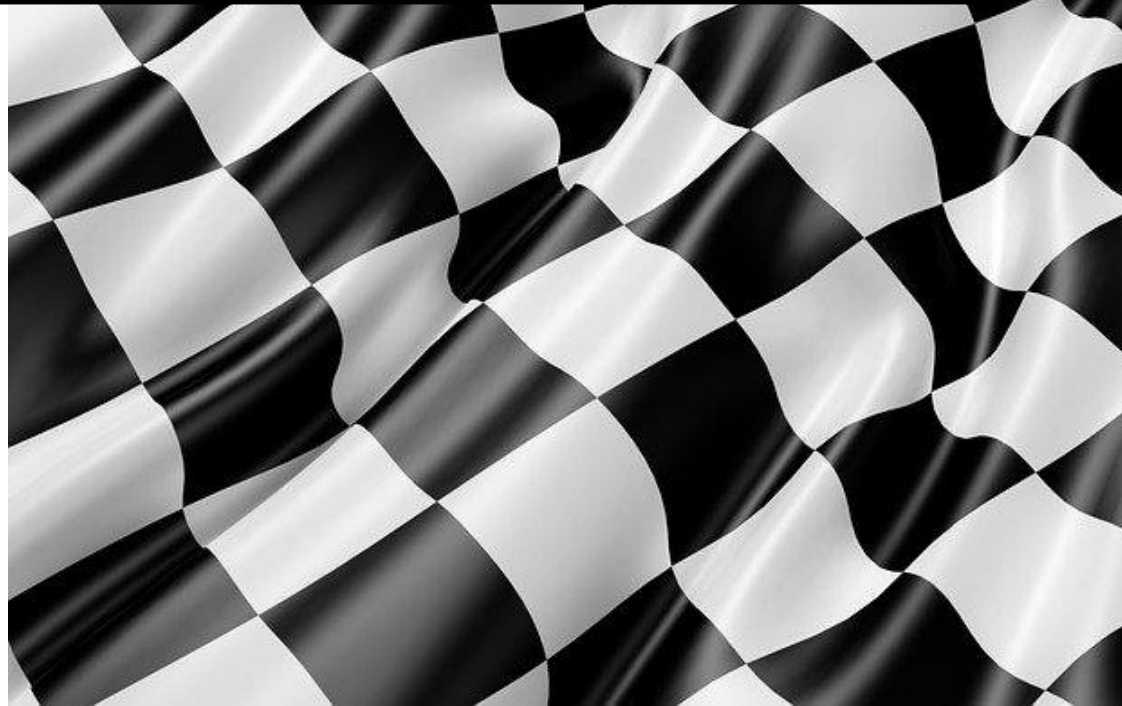




2023

MSA National Challenge Standing Supplementary Regulations

Extreme Supercars Championship



Version 1

1 January 2023

Ref: 162922



REVIEW AND AMENDMENTS

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>

Introduction:

Extreme Supercars is a category of circuit car racing conceived and promoted by Zwartkops. The aim is to provide a high end racing series for GT cars incorporating high performance saloon cars (mainly ex production cars) which is the main attraction for the spectators at the Extreme Festivals. At present the overall championship is based on Time-Based classes but the longer term objective is to have a balance between Time-Based classes and Power-to-Weight homologated classes competing for the overall championship.

1) Objective

- 1.1 To provide racing that is rewarding for the competitor and sponsor, and exciting for the spectator.
- 1.2 To showcase modern cars and recognizable brands.
- 1.3 To each year declare a class winner for each class, an overall champion.

2) Eligibility of Competitor

- 2.1 Extreme Supercars is an invitation series where the Extreme Supercar committee (the committee) reserves the right to accept or decline any entry. All Competitors must hold a current Regional circuit car racing MSA licence. All competitors/participants in the series have to be Extreme Supercar club members

3) Eligibility of Vehicle

- 3.1 Extreme Supercars is an invitation series where the Extreme Supercar committee reserves the right to accept or decline any entry. Vehicles will be considered based on the following criteria:
 - 3.1.1 The vehicle must be based on a production model (no spaceframe racing specials);
 - 3.1.2 The vehicle must be a GT car or high performance saloon car;
 - 3.1.3 Classes C&D: Production saloon cars (PC) must still have been in production post 1 January 1999 unless recognized by the committee as an iconic car, all GT cars must still have been in production post 1 January 1992 unless recognized by the committee as an iconic car;
 - 3.1.3.1 Classes A+, A, B: Production saloon cars (PC) must still have been in production post 1 January 2002 unless recognized by the committee as an iconic car, all GT cars must still have been in production post 1 January 1995 unless recognized by the committee as an iconic car;
 - 3.1.4 Saloon cars must have a minimum weight of over 1100kgs (including driver), lightweight GT cars must have a minimum weight of 900kgs (including driver).
 - 3.1.5 The following cars are specifically not eligible for Extreme Supercars: Front wheel drive hatchbacks.
- 3.2 All vehicles must meet MSA circuit racing safety requirements. (i.e. Roll cage, fire extinguisher, etc)
- 3.3 The Table below summarizes the eligibility criteria:

GT cars	Production cars
No space frames unless original chassis. Roof, floor plan & chassis must be of original material	No space frames. Roof, floor plan & chassis must be of original material
Must have working Headlights and taillights.	Must have working Headlights and taillights.
2 door and must be functional doors (KTM xbow exception)	2 and 4 doors and front doors must be functional
In production post 1 January 1992. Plus Porsche 911, 944 & Porsche 928 and pre 1992 Ferrari's.	In production post 1 January 1999 unless recognized by the committee as an iconic car.
Cars specifically not eligible: Porsche 924.	Cars specifically not eligible: VW Golf mk1 and mk2; Toyota Tazz.

GT Eligibility list:	PC Eligibility list:
Porsche 964, GT2, GT3, Boxster & Cayman, 997 T	
Ferrari 355, 360 & 430	E46, E90 BMW
KTM x bow	Audi A4
Dodge viper	Subaru
Lotus Exige	Nissan 350z 370z
Corvette c5 & c6	Lexus 250is
GT Bodied: Merc 55,63 AMG	
GT Bodied: BMW e46&e92 M3, F30 , Mcoupe	
GT Bodied: Subaru WRX , Alfa GT	
944, 928, 930, 964, 911 Porsches	
Nissan GTR 32, 33, 34, 35	
Noble	
Bailey Ford GT	
GT Bodied: Nissan 350z	

4) Classes

- 4.1 The committee will decide in which class/classes a competitor will compete
- 4.2 The committee shall have the right to change a competitor's class in their sole discretion at any time
- 4.3 Class allocation will be done according to the guidelines set out below:

4.4 Time based classes:

- 4.4.1 There are six classes as follows:

Class	Zwartkops	Killarney	Kyalami
Class A+:	1m01.0s	1m11.0s	1m45.0s
Class GT3:	61.0s; BOP	71.0s; BOP	105.0s; BOP
Class A:	1m02.5 - 1m04.0	1m13.0	1m49.5
Class B:	1m04.0 - 1m06.0	1m15.0	1m52.0
Class C:	1m06.0 - 1m08.0	1m17.5	1m56.0
Class D:	1m08.0 - 1m11.0	1m20.0	2m00.0

- 4.4.2 A new competitor will be allocated to a time based class after race 1. This will be based on his/her best lap time in qualifying and race 1.
- 4.4.3 Only lap times achieved at Zwartkops, Cape Town and Kyalami will be taken into account for class determination. At the other circuits class times will be posted on the official notice board.

What happens on breakout?

- 4.4.4 Once allocated to a class the competitor remains in that class unless he/she breaks out or applies to the committee to change class.
- 4.4.5 A class change to a higher class will be immediate upon breaking the lap time for the class for classes A- D. For example: if you are in class B and you record a time in qualifying, race1 or race2 faster than 1m4.5s you will automatically move up a class to class A and be scored as such for the day.
- 4.4.6 A Competitor may after the race meeting apply to the committee in writing, supported by good reason, to change from a higher class back to a lower class for the following event (ie from Class B to Class C). The same immediate breakout rule (4.4.5 above) will still apply.

5) Championship Scoring

- 5.1 Points will be scored for each race separately and for each class separately. The points awarded will vary according to the number of competitors per class, as follows:
3 competitors or more in class: 10 8 6 5 4 3 2 1
1 or 2 competitors in a class: 6 5
- 5.1.1 The overall race winner will score 10 points per race even if there are less than 3 cars in the class.
- 5.2 All other competitors classified in the results published by the organisers of the meeting get 1 point.
- 5.4 To qualify to score points you have to complete a lap in any official timed session of the race meeting (practice, warm up, qualifying or a lap in either race).

Class changes

5.4.1 If a competitor changes class then based on the below table he/she will carry the specified percentage of points to the higher class. This does not affect points scored towards the overall championship.

Event Points percentage carried

At or before 4th Event 100%

5th Event 90%

6th Event 75%

7th Event 65%

8th Event or later 0%, (still count in the prev class, new points scored count in new class).

Example: A competitor usually competes in class C but exceeds the maximum lap time at the fifth event which puts the them into class B. This competitor will carry 90% of his/her points into class B.

5.5 All races score points and count towards the overall championship.

6) Grids and Starts

6.1 Qualifying will determine the grid for race1. The fastest lap in race1 will determine the grid for race2.

6.2 A competitor who is does not set a time in race1 may apply to start at the back of the class.

6.3 All Starts are rolling starts.

6.4 No overtaking is allowed before the start line of the race. This will be monitored using the timing system. Contravention of this rule will result in the offending competitor receiving a 15 sec jump start penalty added to their race time.

7) Trophies

7.1 Although points will be scored on a per race basis, trophies are awarded on the combined race times of race 1 and race 2 (or race 3 in the event that there are three races on a day).

8) No Bumping Yellow Card System

8.1 Extreme Supercars is a NO BUMPING series and as such yellow cards will be given to competitors who contact other cars in any official timed session (race/Qualifying/warm up). Yellow cards will be given to competitors who are deemed, by the Extreme Supercar committee, guilty of unsporting behavior. Unsporting behavior includes contact between cars in a race. A competitor will receive one yellow card per incident and therefore may receive more than one card in any official timed session.

8.2 It is the duty of every competitor to report any contact with another competitor's car to a committee member within 30 minutes after the end of a race.

8.3 The Committee reserves the right to investigate any incident and issue yellow cards at its discretion.

8.4 If a driver is contacted in front of the rear wheel, both drivers may receive a yellow card regardless of guilt.

8.5 If a car is contacted on or behind the rear wheel, the incident will be investigated and a yellow card might not be given; the discretion of the committee will be used.

8.6 If a competitor receives a yellow card he or she will be penalised as follows:

1st yellow card: less 1 championship point

2nd yellow card: less an additional 2 championship points

3rd yellow card: less an additional 4 championship points

4th yellow card: less an additional 8 points championship points + possible suspension for the remainder of the championship

8.7 The committee decision is final.

9) Number of starters:

9.1 If there are less than 20 starters the committee may decide to combine the Extreme Supercar race with another category to increase the spectator appeal on the day.

10) Tyres

10.1 For each event a competitor must use the same set of tyres in qualifying and the races. In the event of a puncture or major tyre destruction a competitor may apply in writing to the committee to replace 2 tyres.

10) Additions and Amendments:

10.1 Any provision unforeseen in drawing up these regulations and specifications, or any additions or amendments to be made thereto, shall be the subject of a circular to these rules, issued by the Extreme Supercar Committee.

11) Addendum

Extreme Supercars Break-out adjustments for class A+ and GT3

11.1 The committee reserves the right to implement performance balancing for cars that break the cut-off time set out in table 4.4.1 above. Set-out below is the agreed Break-out adjustments:

When a GT3 competitor breaks a 1m01.0s for the first time then the car needs to comply to the MSA National GT championship (sprint series) rules for the next event.

Class A+ break-out penalties: The committee reserves the right to impose specific technical restrictions to a car that breaks a 1m01.0s. The competitor will be given 60 days to comply with any new restrictions set by the committee.