

MOTORSPORT - SOUTH AFRICA



***GENERAL COMPETITION RULES (GCR's),
CIRCUIT RACING SSR's,
AND APPENDIX H (FLAG SIGNALS)***

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The contents of this Hand Book take effect from 01st January
2021

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Please consult website for category regulations, as well as any updates or amendments
made during the current year.

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MSA SPECIAL AWARDS

MSA SPECIAL & LIFETIME AWARDS CRITERIA

F.I.A (SPORT) – FEDERATION INTERNATIONALE DE L'AUTOMOBILE

MSA Titular Member: Adrian Scholtz

F.I.M – FEDERATION INTERNATIONALE DE MOTOCYCLISME

MSA Titular Member: Adrian Scholtz

C.I.K – COMMISSION INTERNATIONALE DE KARTING

MSA Titular Member: Adrian Scholtz

MSA BOARD OF DIRECTORS

Chairman: Anton Roux
Adrian Scholtz - CEO
Rakesh Beekum - Financial Director
Mrs Denise Abrahams
Ashwin Harri
Monde Hashe
Frik Kraamwinkel
Dr Greg Mills
Cecil Oates
Richard Schilling
Ms Melanie Spurr
Sifiso Themba

MSA MANAGEMENT COMMITTEE (ManCom)

Chairman:	Adrian Scholtz	Chief Executive Officer
	Ms Jacqui Monteiro	Operations Manager
	Vic Maharaj	Sporting Services Manager

MSA NATIONAL COURT OF APPEAL

Advocates: Adv. Andre Bezuidenhout
Adv. Paul Carstensen
Adv. George Avvakoumides

Attorneys: Jannie Geyser
Steve Harding
Willie Venter

Sporting Member: Arnold Chatz

COMMISSIONS, PANELS AND REGIONAL COMMITTEES

Refer MSA Website.

PART I

GENERAL COMPETITION RULES (GCR's)

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INTRODUCTION

Vertical bars | in right hand margin indicate amendments to previous wording

CONTROL OF MOTORSPORT

MSA holds the sporting authority to govern motorsport as conferred or delegated by the FIA, CIK and FIM and any other international or national sporting bodies, Associations and Federations, which shall mean it holds the exclusive right to take all decisions concerning the organising, direction and management of motorsport in South Africa.

MSA refrains from manifesting racial, political, gender or religious discrimination in the course of its activities and requires the same of its member bodies, officials and competitors.

MSA being a member of SASCOC accepts the code of conduct, objects and jurisdiction as prescribed in the constitutions of this body, or their successors in title.

DELEGATION OF POWER

With the permission of the FIA, FIM and CIK, MSA has the right to delegate the whole or part of its sporting powers to another or several other clubs. MSA may withdraw such delegation at its discretion.

That the powers granted to it may be exercised in a fair and equitable manner, MSA has drawn up these rules, known as the "General Competition Rules", hereafter referred to as the GCR's, which generally conform to the Codes of the FIA, CIK and FIM.

SO THAT THE ABOVE POWERS MAY BE EXERCISED IN A FAIR AND EQUITABLE MANNER MSA HAS DRAWN UP THE PRESENT GCR'S AND SSR'S. THE PURPOSE OF THESE GCR'S AND SSR'S AND THEIR APPENDICES IS TO ENCOURAGE AND FACILITATE MOTOR SPORT IN SOUTH AFRICA. THEY WILL NEVER BE ENFORCED SO AS TO PREVENT OR IMPEDE A COMPETITION OR THE PARTICIPATION OF A COMPETITOR, SAVE WHERE MSA CONCLUDES THAT THIS IS NECESSARY FOR THE SAFE, FAIR, OR ORDERLY CONDUCT OF MOTOR SPORT IN SOUTH AFRICA.

INTERPRETATION

IN THESE RULES, UNLESS INCONSISTENT WITH OR OTHERWISE INDICATED BY THE CONTEXT:

GCR

1. **"GCR's"** (General Competition Rules) means the rules as contained herein together with all Appendices.
2. **RESERVED.**
3. **"MSA"** means Motorsport South Africa.
4. **RESERVED.**
5. **RESERVED.**

6. **"ASN"** (Autorité Sportive Nationale) means a National Sporting Authority or other national body recognised by the FIA as sole holder of sporting power in a country.
7. **"FMN"** (Fédération Motocycliste Nationale) means a National Motorcycle Federation or other national body recognised by the FIM as the sole holder of sporting power in the country.
8. **"FIA"** means the Fédération Internationale de l'Automobile, which is the sole international authority entitled to make and enforce regulations for the encouragement and control of automobile competitions and records through the FIA World Motorsport Council.
9. **"FIM"** means the Fédération Internationale de Motocyclisme, which is the supreme and sole international authority empowered to control international motorcycling activities organised throughout the world.
10. **"CIK"** (Commission Internationale de Karting) means a specialised commission of the FIA responsible for the autonomous organisational details, running and administration of, inter alia, international karting competitions.
11. **"CSI"** (Code Sportive Internationale) means the International Sporting Code (including appendices) of the FIA and FIM respectively.
12.
 - i) **"SASCOC"** means the South African Sports Confederation and Olympic Committee.
 - ii) **"WADA"** means the World Anti-Doping Agency.
 - iii) **"SAIDS"** means the South African Institute for Drug Free Sport.
 - iv) **"SRSA"** means Sport and Recreation South Africa
13. **"THE TERRITORY OF MSA"** means the Republic of South Africa, Lesotho and Swaziland.
14. **"SSRs"** means the Standing Supplementary Regulations issued by MSA.
15. **"ORGANISING PERMIT"** means written authority to organise and hold a competition, granted and issued by MSA.
16. **"SRs"** means Supplementary Regulations that a promoter or organiser of a competition is obliged to issue.
17. **"OFFICIAL NOTICE/S"** means a notice attached to an official notice board signed by a Clerk of the Course and/or Steward and which, inter alia, contains details of the date on which such notice was signed, the time at which such notice was signed, and the date and time at which such notice was attached to an official notice board. At circuits, the official notice board must have a lockable glass front.
18. **"PROGRAMME"** means an official document that an organiser and/or promoter is obliged to issue prior to a competition, which contains, inter alia, details listed in GCR 90.
19. **"COMPETITOR"** means any person or body whose entry is accepted for, or who competes in any competition, whether as an entrant, driver, co-driver, navigator, passenger or rider, provided that, where any person so involved is a minor, the natural parent or court-appointed legal guardian of such minor will be deemed to be the competitor for purposes of the motorsport regulations.
20. **"LICENCE"** means the written authority given by MSA to:
 - i) Any competitor to participate in, or to take part in, in any capacity whatsoever, in any competition, and
 - ii) Any official to officiate in any capacity whatsoever, in any competition.

21. **"DRIVER/RIDER"** means any person who drives/rides any vehicle/machine in competition and who is in possession of a licence. References to drivers include riders (where applicable) and vice versa.
22. **"ENTRANT"** means any person, persons or body who enters a vehicle in a competition and who is in possession of a licence. In the case of minors, the parent or court-appointed legal guardian is automatically deemed to be the entrant and he/she shall not be required to be in possession of a licence separate to that of his/her minor child. Should a parent or legal guardian not be willing or able to act as the entrant for his or her minor child, he or she shall advise MSA accordingly and nominate an alternative entrant to act on his or her behalf. Any such alternative entrant for a minor driver/rider must hold an entrants licence issued by MSA and, unless MSA has granted specific written approval to the contrary following a formal request, such alternative entrant may only represent one minor driver/rider.
23. **"PASSENGER"** means a person or persons, other than a driver, co-driver or navigator, conveyed in a vehicle during a competition.
24. **"NATIONALITY"** means the nationality of a competitor, who, for the purpose of these rules, shall be deemed to be a national of the country of the ASN or FMN, which issued his licence. In the event however, of a competitor participating in a world championship event organised under the auspices of the FIA, CIK and FIM a competitor shall in these circumstances be deemed to be a national of the country who issued his passport and/or travel document.
25. **"SOUTH AFRICAN NATIONAL"** means the holder of a South African Passport.
26. **"CORPORATE MEMBER"** means anybody recognised by and affiliated to MSA as a club or association, associate member, company and/or closed corporation, and registered as such.
27. **"REGISTERED MEMBER OF A CLUB/ASSOCIATION"** means any person whose name has been inscribed in the register or other official documents of the club/association.
28. **"DAY"** means any working day and any working day shall be included in the computation of any time expressed in days in these rules.
29. **"CIRCUIT"** means a permanent or temporary track in possession of a licence issued by MSA to utilise such track for any competition or record. For the purposes of this definition, the pit lane is deemed to be part of the circuit.
30. **"CIRCUIT LICENCE"** means the written authority issued by FIA, CIK, FIM or MSA permitting competitions to be held at a given circuit.
31. **"START"** means that moment in time when the authorised official authorises a competition to commence.
32. **"STARTER"** means a competitor authorised to start a competition.
33. **"CONTROL LINE"** means a line by reference to which a vehicle is timed or its performance in a competition is determined.
34. **"STARTING LINE"** means the first control line on a circuit/route.
35. **"FINISH LINE"** means the last control line on a circuit/route.
36. **"VISA"** means the written authority given by an ASN or FMN for a competitor to compete in an international event.

37. **"CYLINDER VOLUME"** means the volume generated by a cylinder (or cylinders) by the upward or downward movement of the piston/pistons. Such volume is expressed in cm³ and for all calculations relating to cylinder capacity, the symbol π will be regarded as equivalent to 3.1416.
38. **"VEHICLE"** means the term for automobiles and/or motorcycles in these regulations:
- i) **Land Vehicle:**
Vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.
Automobile:
A land vehicle propelled by its own means running on at least four wheels not aligned, which must always be in contact with the ground, the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.
Special Vehicles:
Vehicles on at least four wheels which are propelled otherwise than through their wheels.
Ground Effect Vehicle:
Vehicles whose bearing on the ground is maintained by means of a pressurised air cushion.
 - ii) **"Motorcycle"** means all vehicles having less than four wheels, except in the case of quads (**which are also deemed to be motorcycles**), propelled by an engine and designed essentially for the carriage of one or more persons of which one is the driver of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances. Further, in order to traverse certain surfaces one or all of the wheels can be replaced with skis, rollers or chains.
39. **"COMPETITION"** means an event in which a vehicle/s take part and which has a competitive nature irrespective of whether results are announced and/or published or not.
40. **"EVENT"** means a single competition comprising a race/races/heats/sections that is completed at a meeting.
41. **"SERIES"** means a competition comprising of more than one event and in which each event is organised in terms of the same SRs and SSRs.
42. **"MEETING"** means a competition during which different classes of vehicles compete in separate events.
43. **"TEST"** means a competition in which each competitor, prior to the commencement of the competition, selects the time for carrying out competitions within a period fixed by the SRs applicable to such competition.
44. **"A NATIONAL CHAMPIONSHIP"** means several events run in at least four different **provinces**, subject to there being suitable venues and infrastructure available. MSA may, at its sole discretion and if so warranted by circumstances in specific instances, reduce the number of **provinces** in which events are required to be run to constitute a national championship.
45. **"CERTIFIED TRIAL"** means a test carried out under conditions approved by MSA and under the supervision of persons appointed by MSA and the results of which are certified in writing by MSA as being correct.
46. **"HANDICAP"** means a competition in which the SRs made applicable to such competition, seeks to equalise the ability of each competitor in such competition to win such competition.
47. **"SPORTING RALLIES"** means road events with an imposed average speed, which are entirely or partly run on roads open to normal traffic.

A "rally" is constituted either by a single itinerary, which must be followed by all vehicles, or by several itineraries converging on a common rally point fixed beforehand, and followed or not by a common itinerary. The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together are, as a general rule, determining for the general classification of the rally. The itineraries which are not used for special stages are called "road sections". International sporting rallies must be entered on the international sporting calendar in the section "rallies". Permanent or semi-permanent circuits must not constitute more than 10% of the total distance of the special stages of an international sporting rally.

48. **"MARATHON RALLIES"** means rallies accepting the participation of non-homologated vehicles. Marathon rallies entered on the international sporting calendar should have an itinerary of a total length of more than 900 km and shall comply with the sporting and technical regulations drawn up by the FIA for this type of event. Marathon Rallies are known as off-road races in South Africa and do not comply with the sporting and technical regulations of the FIA, and may be less than 900 km in length. The events are usually run as rallies on a special stage basis from beginning to end.
49. **"TOURING ASSEMBLIES"** means rallies organised with the sole aim of assembling participants at a point decided beforehand. To separate them from sporting rallies, their regulations must be endorsed "touring assembly". Their itinerary may be compulsory but no average speed can be enforced.
50. **"KARTING"** means a competition in which karts compete in terms of the regulations and specifications contained in the Karting Handbook.
51. **"MOTORCYCLE COMPETITIONS"** means a competition in which motorcycles compete in terms of the regulations and specifications contained in the Circuit and Non-Circuit Handbooks.
52. **"DRAG RACES/RACING"** means an acceleration competition between two vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.
53. **"CIRCUIT RACING"** means a competition on a closed circuit between two or more vehicles competing at the same time on the same circuit in which speed or distance covered in a given time determines the winner of the competition.
54. **"SPEED EVENT"** means a competition in which a vehicle's/machine's performance is judged by timing its progress over a given distance or by the distance covered by the vehicle/machine in a given time. The term "speed event" will also include hill climbs, sprints, rallycross, autocross, slalom, record attempts and other similar competitions.
55. **"CLASSIFICATION"** means the grouping of vehicles/machines by their engine capacity or by some other means of distinction.
56. **"FULL INTERNATIONAL COMPETITION/EVENT"** means a competition in which entrants and drivers/riders of various nationalities, including FIA "A"-classified entrants and Super Licence holders and drivers and riders who are holders of FIM World Championship or FIM International licences, are permitted to compete.
57. **"INTERNATIONAL COMPETITION/EVENT"** means a competition/event inscribed on the international calendar of the FIA, CIK, FIM or FIM AFRICA open to the holders of an international licence appropriate to the event. In the case of competitors who do not hold an international licence issued by MSA, they must hold an international licence issued by another ASN/FMN together with written permission (Motorsport Visa) from that ASN/FMN to participate in the specific international event concerned.

58. i) **"NATIONAL CHAMPIONSHIP COMPETITION/EVENT"** means an event inscribed on the MSA sporting calendar as a qualifying event for a South African National Championship, open to any holder of a MSA licence appropriate to the event, and who is otherwise eligible to compete in it. The minimum licence requirement is a national licence.
- ii) **"INTERPROVINCIAL / NATIONAL CHALLENGE COMPETITION/EVENT"** means an event or series of events inscribed on the MSA sporting calendar as such. Where a series is concerned, the events shall take place in at least three different **provinces**. The national challenge nomenclature is reserved for circuit racing only, with all similar events/series for other forms of motorsport being referred to as interprovincial challenge. The minimum licence requirement is a regional licence.

59. RESERVED

60. i) **"REGIONAL CHAMPIONSHIP SERIES"** means a Regional Championship in respect of which the minimum requirements shall be determined by the region concerned and which may allow the inter-participation of a maximum of two regions.
- ii) **"REGIONAL EVENT"** means a regional event inscribed as such on the MSA Calendar or on a regional sporting calendar of MSA open only to licence holders in the region inscribing the event or with the permission of MSA, to licence holders domiciled in one additional region.
- iii) **"RESTRICTED COMPETITION/EVENT"** means an international competition or national competition in respect of which an entrant or driver is obliged to comply with specific requirements. Without limiting the generality of the foregoing, a restricted competition shall mean a competition in respect of which a driver or entrant is invited to participate or which is restricted to vehicles of a particular make.
- iv) **"CLUB COMPETITION/EVENT"** means an event inscribed as such on the MSA calendar open only to licence holders domiciled in the region inscribing the event.
61. **"CLOSED COMPETITION/EVENT"** means a competition in respect of which a club permits only members thereof to compete. Members of other clubs may be permitted to compete, provided however, that such participation is authorised by MSA and specified in the supplementary regulations issued for the event in question.
62. **"FORCE MAJEURE"** means only a situation unrelated to a promoter's financial or contractual involvement. For example, the refusal of authorities to hold an event because of a state of political unrest or petrol being unobtainable or widespread floods, or an earthquake, may be considered as "force majeure". A financial reason such as refusal of a subsidy or the withdrawal of a sponsor is not "force majeure".
63. A reference to the singular includes the plural and vice versa
A reference to natural persons includes legal persons and vice versa
A reference to gender includes other genders.

Clause headings in these rules have been inserted for convenience only and shall not be taken into account in its interpretation.

64. Words and expressions defined in any of these rules, the SSRs and the SRs for the purpose of the rule, bear the meaning assigned to such words and expressions in that rule.

PART II

ADMINISTRATION OF RULES

GCR**65. INTERPRETATION OF RULES**

MSA shall be empowered to decide upon any questions raised within its territory concerning the interpretation of the CSIs (see GCR 12) and these rules, subject to the right of appeal (if any) under GCR 215.

66. EXERCISE OF THE POWERS OF MSA

- i) The sporting power delegated to MSA by the FIA, CIK and FIM shall cause MSA to constitute appropriate bodies to exercise the executive and judicial powers and functions under these rules in accordance with the MSA **Memorandum of Incorporation** and in terms of the sporting codes of the FIA, CIK and FIM.
- ii) Such judicial powers and functions (such as the hearing of appeals or the determination of the penalty to be inflicted for a breach of these rules) may be delegated to a court consisting of not less than three persons appointed by MSA (Subject to the provisions of GCR 212). The exercise of such judicial powers and functions shall be final and not subject to review except on appeal in accordance with these rules. Appeals shall be directed to MSA following the decision of a MSA Court of Appeal to its National Court of Appeal. No person shall act in a judicial capacity if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question as a member of a previous Court, or if he is directly or indirectly concerned in such matter. No person shall, however, be disqualified from acting in a judicial capacity by virtue of having participated in a decision to convene a Court.

67. ALTERATION OF RULES

MSA shall be entitled in its sole and absolute discretion to add to, amend, repeal or substitute any GCR, SSR or SR. Any such alteration of rules shall be notified by way of its being published in an official MSA circular. See also GCR 70 (iii). Any alteration of rules, regardless of the status of the category/competition/championship to which it applies, shall only take effect seven (7) days after publication unless MSA at its sole discretion agrees that shorter notice is both appropriate and reasonable. In such cases, the shorter notice agreed to by MSA shall be confirmed in the official circular issued.

68. NOTICES

- i) Any communications required under these rules are to be made to MSA and shall be addressed to the Chief Executive Officer, or to such other addresses as may be duly notified from time to time.
- ii) Any communication required to be sent under these rules will be addressed to the respective person(s)/ body as follows and be delivered or e-mailed. Any e-mail communications shall be deemed to have reached the addressee within 48 hours. It is the responsibility of all MSA licence holders (including officials), clubs, promoters and organisers, to immediately advise MSA in writing of any change of contact details.
 - a) An Appellant: To the address given on the notice of appeal.
 - b) A licensed competitor or official (not being an appellant): To the address given on his entry form or his licence application form.
 - c) A promoter, organising committee, secretary (or member) or other unlicensed official (not being an appellant): To the address given on the permit application, or that given in the SR's for the event.

PART III

RIGHTS TO ORGANISE, PERMISSIONS, APPROVALS AND PERMITS

GCR**69. RECOGNITION OF NATIONAL AND LOCAL AUTHORITIES**

All International and National competitions must be organised in conformity with the relevant Codes and their Appendices, as well as the Prescriptions and Regulations pertaining to the individual competitions, and the laws of the territory in which the competitions take place.

A competition may be held either on a road or on a track or on both, but no permits shall be granted by MSA for a competition unless the promoters have first obtained such official permission as may be necessary from the competent and/or local authorities. Unless permission has been obtained to close the road concerned, competitions taking place on any public road must conform to the traffic laws of the province/territory in which they take place. Any breach of such laws by a competitor during a competition shall be a breach of these rules and may be dealt with accordingly.

70. RIGHT TO ORGANISE**a) Competitions may only be organised in the territory of MSA by:**

- i) MSA itself; or
- ii) Other clubs, organisers or promoters approved by MSA, who may delegate their powers and duties to an organising committee. Such delegation shall not, however, affect the ultimate responsibility of the promoting body.

b) Competitions are governed by:

- i) the GCR's of MSA;
- ii) the appropriate sections of SSRs;
- iii) any instructions issued from time to time in MSA circulars or bulletins;
- iv) the SRs;
- v) the official instructions issued on certain events (See GCR 17);
- vi) the final instructions issued to competitors which form an addendum to the SRs;
- vii) the regulations and specifications issued or approved by MSA for specific types of vehicles/machines, or events;
- viii) any instructions issued by MSA in writing;
- ix) the laws of the territory in which the competition takes place;
- x) the CSIs of the FIA, CIK or FIM (where applicable for international events).

71. PROMOTERS

Any person, club or body (other than an organising committee) proposing to hold, holding or organising a meeting and being financially responsible for the competition. Promoters may delegate their powers and duties to an organising committee. Such delegations shall, however, not affect the ultimate responsibility of the promoters (See Part VI).

72. ORGANISERS

The club or body responsible for complying with the MSA code and regulations in respect of a competition.

73. ORGANISING COMMITTEE

A committee of at least three persons approved by MSA and authorised by the promoters to organise a meeting and to enforce the SRs on their behalf.

Where an organising committee is appointed to act on behalf of promoters, such organising committee shall take the place of the promoters for the purpose of these rules, provided that the promoters shall be responsible for the acts and omissions of such organising committee as if such acts and omissions were their own.

74. SPONSOR

A person or body making a contribution financially or in kind towards the promotion of a competition.

75. NECESSARY PERMISSION AND APPROVAL

No competition shall be held within its territory, unless MSA has signified its approval by granting an organising permit, or has waived the necessity of an organising permit, or the competition is of a kind in respect of which MSA has granted a general waiver of permit (See GCR 77).

76. UNSANCTIONED COMPETITIONS (see also GCR 174)

Any competition, or element of a competition, that is organised and/or held within the territory of MSA and for which MSA has not issued a permit, or waiver of permit, shall be deemed by MSA to be an unsanctioned event. MSA shall assume no responsibility or liability whatsoever in connection with any such event. MSA furthermore reserves the right to take action against any individual or entity with an MSA connection or affiliation that takes part in, or otherwise associates themselves/itself, with any such unsanctioned event if their involvement is deemed contrary to the interests of MSA or motorsport in general. Any competition, or element of a competition, for which the necessary government, administrative or private authorisation has not been obtained, shall likewise be deemed by MSA to be an unsanctioned competition.

77. WAIVER OF NECESSARY PERMITS

Following written application, MSA may waive the necessity of organising permits for individual specific events (generally closed events). The organisation of competitions under such waiver shall be subject to whatever conditions MSA shall from time to time announce, and the waiver may be revoked at any time either generally or in respect of a particular club or proposed competition, without giving a reason.

78. APPLICATION FOR AN ORGANISING PERMIT (See also GCR 87)

Every application for an organising permit shall be made out in writing and accompanied (where applicable) by the appropriate fees (see Appendix "R") together with a draft of the proposed SRs and entry form. **The application must be lodged with MSA at least six weeks before the date of the proposed competition and must state:**

- i) the name and address of the applicant;
- ii) the body on whose behalf the application is made and the official position held by the applicant;
- iii) the nature of the competition for which the permit is required;
- iv) the date and place of the proposed competition.

By applying for, and accepting, an event organising permit from Motorsport South Africa, an event organiser is deemed to comply, and/or confirms having complied, with the Safety at Sport and Recreational Events Act 2 of 2010.

Application for waiver of permits shall be submitted in writing, giving adequate reasons for the application and full details of the competition or event concerned. Such application must be lodged with MSA **at least six weeks** before the date of the proposed competition / event.

NOTE: SRs must not be issued to competitors in draft form but only after approval by MSA, reflecting the permit number issued for such event by MSA. Failure to comply with this requirement will result in MSA taking action against the club and/or promoter. Promoters / Organisers / race secretaries of a race meeting may not open entries prior to receiving the relevant permit for the event in question. Should it be found that entries have opened prior to the permit been issued will incur a penalty of a fine not exceeding R 5000.

79. APPLICATION FOR A TRACK/CIRCUIT LICENCE

In the case of an application for a permit to hold a race meeting or speed event on a track or circuit which is not already approved by MSA, an application for approval of the track or circuit must be made to MSA at least 3 months before the proposed competition. The application must be accompanied by a plan to scale of not less than 1:500. This plan shall give details of the course, proposed positions of ambulances, details of safety arrangements and organisational infrastructure together with proposed positions of the spectators.

80. ISSUE OF AN ORGANISING PERMIT

The draft copy of the SRs (corrected if necessary) will be returned with the organising permit. Permits for International events will only be issued for events inscribed on an International calendar and only after the full inscription and permit fees have been paid.

81. APPLICATION FOR CALENDAR DATES

A promoter or organiser must apply for inscription during the calendar year preceding the calendar year in which the event will take place.

In the case of applications relating to international events, the promoter or club must satisfy MSA that it has the necessary resources to stage the meeting, competition or event. A financial guarantee may be called for in this regard. All applications to stage international events shall be submitted to MSA for necessary approval and must allow sufficient time for all necessary requirements such as circuit approvals and compliance with applicable government legislation.

82. INSURANCE

- i) MSA shall arrange public liability insurance cover on behalf of promoters/organisers in respect of all competitions or events for which permits are issued within its territory or for competitions or events held outside of its territory run under permit issued by MSA, or for events for which a waiver of permit has been granted.
- ii) MSA may, at its sole discretion, arrange personal accident cover for all licensed officials provided the names of the officials and their duties are supplied in writing **at least 7 (seven) working days before the competition or event is held.**

83. COMMERCIAL RIGHTS (INCLUDING ADVERTISING RIGHTS)

- i) All commercial rights pertaining to any SA and/or MSA Championship, Challenge, Trophy, Cup, Series or event shall be vested in MSA. These rights shall include but not be limited to naming rights, the right to sell sponsorships, television, radio, electronic and/or other media rights, and royalties. (Refer to Art. 15 of Appendix R).
- ii) Without written consent from MSA, none of the rights referred to in i) above may be commercially exploited by the sale or barter thereof, or in any manner whatsoever, by anyone.
- iii) Where MSA has entered into an agreement in respect of the commercial rights to an event or series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party with whom MSA has entered into the aforementioned commercial rights agreement. The organizers must avoid any potential conflict by ascertaining from MSA (in writing) at least 7 working days before the event, whether any potential conflict may arise as a result of an organizer/sponsor involvement.

All event Organisers, Commissions, Panels, Regional Committees and Officials must respect the provisions of this GCR.

PART IV

DOCUMENTS, DECLARATIONS, SUPPLEMENTARY REGULATIONS AND ENTRIES

GCR**84. OFFICIAL DOCUMENTS**

The following shall be published prior to the receipt of entries:

- i) MSA approved SRs for the competition or various competitions forming part of a meeting. These shall conform to and not conflict with the relevant CSI's (where applicable), GCR's, SSR's and any official communications issued by MSA;
- ii) a draft timetable;
- iii) an entry form complying with GCR's 91, 92 and 93.

85. LOGOS FOR INTERNATIONAL AND NATIONAL COMPETITIONS

In a conspicuous position on the outer front cover or the front page of the SR's and programme, insert the following logos:

- i) In the case of **international competitions** held under the sporting code of the FIA, an FIA logo together with that of MSA.
- ii) In the case of international competitions held under the sporting code of the FIM, an FIM logo together with that of MSA.
- iii) In the case of national competitions held under the permit of MSA, an MSA logo (See Appendix R – Art. 2 (f) regarding penalty for non-compliance).
- iv) FIA, FIM and MSA logos are available from MSA.

86. ANNOUNCEMENTS TO BE MADE ON OFFICIAL DOCUMENTS

Supplementary regulations, programmes and entry forms relating to any competition shall bear in a conspicuous position the following paragraph: "Held under the General Competition Rules and Standing Supplementary Regulations of Motorsport SA and these Supplementary Regulations, Permit No_____."

87. CONTENTS OF THE SUPPLEMENTARY REGULATIONS

The SRs shall **include** (in so far as may be appropriate to the event to which they relate) the following information:

- i) The name, status and nature of the proposed competition(s);
- ii) the permit number;
- iii) the name and address of the promoters;
- iv) the name and address of the organisers and/or organising committee;
- v) the obligatory announcement in accordance with GCR 86;
- vi) the place and date of the competition(s);
- vii) a full description of the competition(s) including length and direction of course, fuel and categories of vehicles eligible;
- viii) comprehensive information concerning practice and race times, as well as the time and place for the drivers' briefing and details of penalties, if any, for non-attendance;
- ix) the dates, times and nature of starts, with details of handicapping where applicable;
- x) a reminder of such of these rules as may be particularly applicable to the competition, and also in regard to licence requirements and signals to be used;
- xi) the manner in which the results will be determined and prizes awarded;
- xii) a detailed list of prizes and financial awards allocated to each competition;

- xiii) a reminder of the rules concerning protests;
- xiv) the names of the Stewards of the Meeting and the Clerk of Course with his/her grade and licence number, as well as the names of all other senior officials such as the, Chief Medical Officer/Coordinator, Technical Consultant/s (where applicable), Chief Scrutineer and Race Secretary;
- xv) provisions regarding postponement, abandonment or cancellation (see GCR 244);
- xvi) any additional information required on entry forms (see GCR 92);
- xvii) whether the nomination of drivers may be delayed (see GCR 92);
- xviii) how, when (opening and closing dates and times) and where entries shall be submitted (see GCR 104);
- xix) the amount of the entry fee (see GCR 95);
- xx) qualification requirements for drivers;
- xxi) provisions in regard to the conditional acceptance of entries;
- xxii) the maximum number of competitors and how entries, if in excess of this number, are to be selected for acceptance (see GCR 101);
- xxiii) the relative positions of the vehicles at the start and how they are to be determined;
- xxiv) whether the eligibility of vehicles will be checked after the competition (see GCR 254);
- xxv) in circuit competitions, how laps are to be timed;
- xxvi) signals to be given for the start (see GCR 262);
- xxvii) the penalty for a false start if other than as prescribed in the GCR's;
- xxviii) if appropriate, that a change of driver is permitted (see GCR's 99 and 152 (viii));
- xxix) provisions as to the replenishment of vehicles;
- xxx) particulars of the identification numbers and marks to be carried;
- xxxi) the facts to be judged by the Judges of Fact (see GCR 162) and the names of the Judges;
- xxxii) the times and dates fixed for the official examination of vehicles;
- xxxiii) all such other requirements and information as may be necessary for the proper conduct of the meeting and as may be specified from time to time in instructions/regulations issued by MSA;
- xxxiv) the name or names of any sponsors of the competition;
- xxxv) any additional regulations required by the particular features of the competition(s).
- xxxvi) clarification as to whether the practice sessions listed are deemed to be **official** (when MSA's insurance policies are in force) or **unofficial** (**where MSA insurance cover shall only be in force where MSA has granted specific approval to this effect, subject to compliance with the conditions outlined in MSA General Circular 7 of 2020**).
- xxxvii) a provisional program of events.

In drawing up the SRs, organisers will take the following into account:

SSRs shall not be repeated either in whole or in part in any SRs. An organiser who feels it essential to draw attention to any particular SSR shall do so by referring to its number.

88. ALTERATION TO THE SRs

No alteration or addition which can reasonably be deemed to be unfair or prejudicial to parties entered for the relevant event, shall be made to the SRs (except if this relates to the race programme or the list of race officials) after the date listed for the closing of entries unless ALL competitors entered and MSA have agreed IN WRITING to such alteration or addition prior to the start of scrutineering or, after the beginning of documentation, ALL the competitors and the Stewards of the Meeting agree to such alteration or addition, IN WRITING.

89. PROGRAMME TO BE SENT TO MSA

The promoters of any competition shall **within 14 working days of the competition**, send a copy of the official programme of the competition to msa@motorsport.co.za

90. CONTENTS OF THE PROGRAMME

The programme shall contain (in so far as appropriate to the meeting or competition to which it relates) the following information:

- i) a statement in accordance with GCR 86 of these rules and the words 'official programme' in prominent lettering on the front cover, **together with necessary motorsport logos;**
- ii) the name of the promoters and the organising committee (if any) and the names of any sponsor(s);
- iii) place and date of competition(s);
- iv) a short description and the timetable of the proposed competition;
- v) names of the entrants and drivers with the distinctive numbers or marks displayed on their vehicles. Assumed names must appear between inverted commas;
- vi) the names of the Stewards of the Meeting (including which of such Stewards have been appointed by MSA), the Clerk of the Course and the Judges of Fact (if any);
- vii) Public Indemnity Clause (see below for English, Afrikaans, Xhosa and Zulu versions respectively):

Warning – Motorsport is dangerous

In view of the high speeds attained by the competitors, accidents can happen. The promoters and organisers of this race meeting/event/competition cannot guarantee your safety. You are present at your own risk.

Vrywaring – Motorsport is gevaarlik

Weens die hoë snelhede wat deur deelnemers bereik word, kan ongelukke gebeur. Die promoter's en organiseerders van hierdie byeenkoms kan derhalwe nie die veiligheid van toeskouers waarborg nie. U is teenwoordig op u eie risiko.

Isilumkiso – Ukhuphiswano lwe-moto luyinggozi

Kangangohlobo lokuba abaqgatsi abaqhuba iimoto ngamendu aphakamileyo nengozi zingenzeka. Abaxhasi nabagqugquzeli bolu khuphiswano abanaso isiqinisekiso sokuphepha kuwo umntu ongumbukeli wolu khuphiswano. Ngokuba apha ubomi bakho busengozini.

Isexwayiso – Ngobungozi bomjaho wezimoto

Maqondana nesivini esiba emjahweni wezimoto ingozi ingenzeka kalula. Abagqugquzeli nabahleli balomjaho abanaso isiqinisekiso sokuphepha kwezi bukeli. Ukuphepha kwakho kusezandleni zakho.

Note: Similar wording should appear on entrance tickets and on signs erected at the entrance to venues and in several prominent places at the venue. These signs shall be in English, Afrikaans and at least one of the other official languages.

A programme need not be published for closed events, but the above information where applicable, must be furnished to MSA before the meeting and be made available to the competitors at the meeting.

91. ENTRIES

- i) An entry is an offer by an intending entrant to enter into a contract with the organiser of an event. It must be signed by the entrant/competitor on the official form and, once accepted, it is a contract which **binds the competitor to take part in the competition for which he has entered**, and it binds the organiser to fulfil towards the competitor all conditions of the entry, except in the case of established "force majeure".

ii) ALTERATIONS TO ENTRY FORM

All alterations to an entry form must be initialled by the entrant/competitor. Failure by the entrant to comply with the foregoing may result in exclusion or lesser penalty at the discretion of the Stewards of the Meeting.

iii) INFORMATION ON ENTRY FORM REGARDING VEHICLE/MACHINE

A competitor in a scratch event shall not be required to disclose more information in his/her entry than is necessary to identify himself/herself and his/her vehicle and to ensure correct classification. A competitor in a handicap event may be required to disclose every factor which will affect his handicap.

iv) No vehicle/machine shall be entered under an individual name or a combination of names unless each of the entrants involved, is in possession of a valid competition licence.

92. CONTENTS OF ENTRY FORM

Entry forms shall contain the following:

- i) Spaces for the true full names and addresses of entrant, driver(s) and passenger(s) (if appropriate to the competition) and the licence number(s) of the entrant, driver(s) and passenger(s). SRs may permit the nomination of driver(s), rider(s) and passenger(s) to be deferred, but no driver, rider or passenger shall compete unless he has first signed the appropriate declaration(s) and/or undertaking(s) as required by GCR 93;
- ii) Spaces for the signature of the entrant. An entry form may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible and in any case before or at documentation;
- iii) The following statement: "If a competitor is a minor, this form must be countersigned by the appropriate parent or guardian";
- iv) a statement in accordance with GCR 86;
- v) any other information required by the SRs.

93. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR

Every entrant and driver/rider/co-driver/navigator shall be deemed to have signed the following declarations and undertakings set out hereunder, when applying for a competition licence from MSA:

- i) "I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition/disability (whether permanent or temporary) which is likely to prejudicially affect my control of my vehicle/machine, I may not take part in the event concerned unless expressly permitted to do so by MSA following the aforementioned declaration of my condition/disability. I further understand that, notwithstanding the issue of a licence to me by MSA it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect my, or any other person's safety."
- ii) "I declare that, to the best of my belief, I or the rider(s)/driver(s) entered by me, possess the standard of competence necessary to take part in any event entered, and that any vehicle/machine entered will be suitable and race worthy/roadworthy, having regard to the speeds which will be reached."
- iii) "I declare that any vehicle/machine entered by me, will comply with all regulations and specifications pertaining to the event entered/category of motorsport concerned. I accept, subject to my rights of protest and appeal, which action will be taken against me as the entrant and/or driver and/or rider, in accordance with the provisions of MSA's regulations, if my vehicle/machine is found not to comply with the relevant regulations and specifications."
- iv) **"I confirm that all safety requirements relating to both the vehicle/machine and those referring to the personal protective equipment and apparel of both driver/rider and navigator/co-driver (where applicable), are fully compliant with the regulations, have not reached their expiry date (where applicable), and have been correctly installed."**

- v) "I/we confirm that the vehicle/machine has been inspected by me/us and is in all respects in a proper and safe condition and is fully compliant with all applicable legislation relating to vehicles used on public roads (where applicable)."
- vi) "I/we hereby indemnify, and hold harmless, Motorsport South Africa, the promoters, organisers, all officials, landowners and other persons associated with the event from all consequences which may arise from any failure on our part to diligently undertake the self-scrutiny process required in terms of MSA's regulations and/or any supplementary official circulars."

94. SIGNATORY TO ENTRY FORM

Where a driver/rider has officially been appointed in terms of GCR 113 to act on the entrant's behalf, the entrant is not absolved from his responsibility regarding the conduct of the driver/rider or absolved from responsibility regarding the vehicle/machine entered.

However, where a driver/rider not appointed in terms of GCR 113 signs an entry form on behalf of the entrant, he will be deemed to have the authority to act as the representative to the exclusion of the entrant and will assume full responsibility for the vehicle/ machine entered.

95. RECEIPT OF ENTRIES

On receipt of an approved copy of the SRs and an organising permit from MSA, the organisers must make the approved regulations and entry form available to prospective entrants in the event. Entries will be accepted up to the closing date specified therein. An entry form which is received incomplete in any material aspect may be accepted by the organisers conditionally upon a properly completed entry form being received by a specified date. Any entry not accompanied by the appropriate entry fee stated in the regulations shall be deemed conditional until such time as the entry fee has been paid. An entry from a foreign competitor shall not be accepted for any event run under an MSA organising permit unless the competitor concerned has satisfied MSA with regard to his/her competition licence and permission to participate granted by his/her home federation.

96. ENTRY SUBMISSION

Any entry, including those submitted electronically (via e-mail or online), shall be considered a binding intention by the entrant to take part in the event concerned and he/she shall be liable for payment of the relevant entry fee unless the entry is formally withdrawn within 2 working days of the closure of entries.

Where an entry is submitted electronically and does not bear the signature/s of the entrant/competitor, the entrant/competitor shall be required to sign the entry form and any other required declaration/undertaking at documentation for the event.

97. ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT

An entry which contains a false or incorrect statement shall be invalid, and the entrant may be deemed guilty of a breach of these rules and the entry fee may be forfeited. In addition, MSA reserves the right to take any further action it may deem necessary against the entrant, in terms of these regulations.

98. PROMOTERS' RESPONSIBILITY REGARDING ADMINISTRATIVE CHECKING

Administrative checking consists of checking of entrant's and drivers'/riders' licences. For foreign competitors the licences and authorisation (visas) of their ASN or FMN must also be checked. In international events held entirely on tarmac circuits the medical card of the driver must be checked by a medical officer who shall return the medical card at the end of the event. Checking will be the responsibility of the Secretary of the Meeting or the Clerk of the Course and should take place prior to any practice or if there is no practice scheduled, prior to the event.

99. PROMOTERS' POWERS REGARDING ENTRIES (See GCR 95)

Promoters may, at their discretion:

- i) select, accept or refuse entries the latter with the proviso that any refusal of entry shall be on an individual event basis only and the reason for such refusal is made known and is acceptable to MSA (See GCR 100);
- ii) offer a reserve entry to any competitor whose entry is refused;
- iii) waive (in writing) entry fees, or refund them;
- iv) require accepted entries to comply with any specific conditions(s) before being permitted to start provided that such conditions are stated in the SRs;
- v) abandon or postpone a competition or class therein if insufficient entries or starters are received, **provided that the minimum number of entries or starters is stated in the SRs**;
- vi) permit the nomination of a driver/rider to be delayed, always provided that a fully completed entry form is received before the start of the competition;
- vii) with the consent of the Stewards of the Meeting, permit a change of vehicle/machine or driver(s)/rider(s) from those nominated in the official programme or official instructions, on written application being made by the entrant **not less than one hour before the start of the competition**, provided that:
 - a) a change of only one or the other and not both is permitted;
 - b) no change is permitted if a reserve entrant is available to take the place of the entrant applying for the change;
 - c) the SRs provided for a change of driver (see GCR 152 (viii)).

100. REFUSAL OF ENTRY

If an entry for a competition is refused, notification of such refusal shall be sent to MSA and the entrant at the address given on the entry form so as to arrive in the ordinary course of delivery before the close of entries, or by e-mail within **48 hours** of receipt of the entry concerned. Such refusal is final (subject to the provisions of GCR 99 (i)) and is not subject to appeal.

101. ACCEPTANCE OF ENTRIES

If the number of entries received exceeds the maximum number of competitors laid down in the SRs those to be accepted shall be selected in the manner specified in the SRs. If no manner is specified they shall be selected either by ballot or by the order of their receipt except that in the case of a recognised championship/challenge/series, those competitors in contention shall receive preference. Acceptance of entries is signified by their publication in the programme.

102. PROMOTERS TO ACKNOWLEDGE ENTRIES

Promoters shall, within 7 (seven) working days of receipt of an entry or within 2 (two) working days after the closing date for entries, whichever is earlier, **notify an entrant** if his/her entry is:

- i) refused; or
- ii) placed on a list of reserves; or
- iii) held in abeyance for further consideration provided that in this case he/she shall be notified of the final status of his/her entry within 2 (two) working days after closing of entries.

103. CONDITIONAL ACCEPTANCE OF ENTRIES

SRs may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant at the latest on the day following closing of entries.

104. CLOSING OF ENTRIES

The date specified in the SRs for the closing of entries shall, in the case of **international** meetings, be **not less than 7 (seven) working days** and, in the case of **other competitions**, **not less than 2 (two) working days** before the date of the meeting unless MSA, under exceptional circumstances, authorises that entries may be accepted on the day of the meeting.

105. PUBLICATION FORBIDDEN OF NAMES OF UNACCEPTED ENTRIES

The promoters shall not enter in the programme or publish as entered the name of any competitor or driver in respect of whom they have not received, accepted or conditionally accepted an entry or a nomination. Acceptance shall be shown as such by virtue of publication of same in the programme.

Competitors entered conditionally (see GCR 103) shall be designated as such when entries are published.

106. NOMINATION OF RESERVES

Should any competitor be eliminated in accordance with GCR 101 of these rules, he may be accepted as a reserve provided his prior consent to such a course has been notified in writing to the organisers, who have agreed to this action.

107. MULTIPLE ENTRIES

A vehicle/machine shall not be entered more than once for an event unless, under exceptional circumstances, MSA permits it to be entered twice by different entrants who jointly share responsibilities. The vehicle/machine shall not compete more than once in the event and unless the SRs make allowance for it, no change of driver/rider will be permitted.

108. RESERVED**109. ENTRANT'S RIGHT TO REFUND OF ENTRY FEES**

An entrant shall have the right to a refund of his/her entry fee only if:

- i) the entry is refused; or
- ii) the entry is withdrawn in accordance with GCR 110; or
- iii) the entry, as a reserve entry, does not participate in the competition; or
- iv) the competition is abandoned or postponed for more than 24 hours (see GCR 244); or
- v) a meeting for which a permit is issued includes an unauthorised competition (see GCR 76).

110. ENTRANT'S RIGHT TO WITHDRAW AN ENTRY

- i) An entrant shall have the right to withdraw an entry provided that the promoters are notified accordingly within 2 (two) working days of the closing of entries.
- ii) An entrant not withdrawing an entry in accordance with i) above **may only withdraw the entry with the agreement of the Clerk of the Course**. However, once a vehicle has completed the course, it may under no circumstances be withdrawn from the event.
- iii) Once an entry has been withdrawn, it may only be reinstated with the approval of the Clerk of the Course and the Stewards of the Meeting.

111. DISPUTES REGARDING ENTRIES

In the case of a dispute between an entrant and the organisers regarding the acceptance of some other entry prior to the start of scrutineering, MSA shall judge the matter. **In such case the 14 day notice period is not applicable.**

Under no circumstances shall an entry judged to have been incorrectly accepted, be permitted to compete in the event pending the hearing of a protest or appeal.

If a protest against the decision of the Clerk of the Course regarding the validity of an entry is lodged with the Stewards of the Meeting after the start of scrutineering, their decision shall be final in this instance.

PART V

ENTRANTS, COMPETITORS AND DRIVERS – THEIR RESPONSIBILITIES, MEDICAL CERTIFICATES & LICENCES

GCR

112. RESERVED

113. ENTRANT

See GCR 22. In particular entrants shall:

- i) hold the appropriate licence (this may be through their children in the case of minors) issued by their parent ASN or FMN;
- ii) be bound by the provisions of the sporting codes applicable to the event, such agreement being signified by the signature of the holder on the licence;
- iii) sign the entry form and pay the required entry fee after ascertaining that the details thereon are correct;
- iv) before a competition, satisfy themselves as to the eligibility and safety of the vehicle and the competence of its driver(s)/rider(s);
- v) ensure that a vehicle is maintained in an eligible and safe condition throughout the competition;
- vi) ensure that a competing vehicle and the drivers are those nominated;
- vii) ensure that only authorised persons are carried in the vehicle;
- viii) be present or represented at documentation;
- ix) understand and accept the full consequences of GCR 93 notwithstanding that the signatory may be the driver or another party authorised by the entrant;
- x) ensure that the vehicle is presented at the correct time and place for official scrutiny, and be in attendance during scrutiny;
- xi) be responsible for the presentation of their competing vehicle to scrutineering insofar as:
 - a) it conforms to the group, category or class and/or regulations governing the event, including any modifications which have been performed on it;
 - b) the vehicle is in a clean and safe condition;
 - c) the competition numbers and sponsor's advertising decals (if any) displayed on it are in accordance with, and that they are positioned as required by, the regulations.
- xii) have the sole right of protest at events;
- xiii) if the entrant is a corporate body, prior to the event, appoint a natural person to represent it at the meeting entered. The person so appointed may be a driver or rider. Such appointment must be in writing and **available at the competition** and may be for a limited period or for a maximum term of one year. In the absence of any such written appointment, the driver/rider shall automatically be deemed to be the entrant's representative;
- xiv) have the prime responsibility for all acts and omissions of all persons connected with his entry (notably his driver(s), mechanic(s), pit personnel, passengers and service crews) and for ensuring that they comply with the rules and regulations, and be responsible for the payment of any fines levied on such persons.
- xv) ensure that they sign on at documentation with his driver(s) / rider(s), in order to formalise their legal standing at the event in question.

114. ENTRANT'S REPRESENTATIVE

See GCR 22. In the absence of a separate entrant, the nominated driver (or his/her parent/legal guardian), or the first nominated driver (or his/her parent/legal guardian) in the case of more than one driver, shall be deemed to be the representative of the entrant and shall assume the applicable duties and responsibilities.

115. ENTRANT RESPONSIBLE FOR HIS REPRESENTATIVE

Notwithstanding the foregoing, an entrant is held responsible for any misdemeanour of a driver acting as his/her representative and, with the driver, is liable to penalty.

116. INDIVIDUAL RESPONSIBILITY

All persons who during a competition are connected with an entry are not absolved from their individual responsibility under any relevant regulations because of the responsibilities assumed by the entrant or his/her representative.

117. RIGHTS OF ENTRANTS

See GCR's 109 and 110.

118. CONSUMPTION OF ALCOHOL

It is forbidden for any competitor to consume alcohol while taking part in an event, or in the time period between a competitor completing an event and the relevant race officials at the event giving a decision on any protest and/or appeal that he/she may have lodged. Offenders shall be excluded from the event and shall be reported to MSA for possible further action. Likewise, action may be taken against any competitor where persons associated with him/her cause unnecessary problems for the race officials as a result of being under the influence of alcohol.

119. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY DRIVER

See GCR's 93 and 94.

120. ENTRANTS AND DRIVERS FORBIDDEN TO ABANDON A COMPETITION OR TO ABANDON ONE COMPETITION AND COMPETE IN ANOTHER

Any competitor having entered, or any driver having undertaken to drive in any competition, who does not take part in the competition or who takes part in another competition on the same day or at some other place, shall be suspended (temporary withdrawal of licence) as from the beginning of the latter competition for such time as MSA considers fit. If the two competitions take place in different countries, MSA and the other ASN or FMN concerned shall agree as to the term of suspension and in default of such agreement the question shall be referred to the FIA, CIK or the FIM whose decision thereon shall be final.

121. RESPONSIBILITY OF DRIVERS, CO-DRIVERS AND PASSENGERS

Drivers, co-drivers and passengers must be aware of the articles, rules and regulations governing the competition they are entered in. In particular they:

- i) must hold a licence of the correct grade for the competition entered. This licence must be available at all times during the competition;
- ii) must, if required, have passed a medical examination prior to issue of the above licence;
- iii) must present in person their licence and, if applicable, their medical card at scrutineering or documentation prior to the event;
- iv) must wear the required protective clothing approved for the competition entered;
- v) must decline to compete in a vehicle which they know to be ineligible for the competition entered;
- vi) must not enter more than one meeting on any one date unless they hold the permission of the ASN or FMN concerned;

- vii) **must be aware that they may only enter, or be entered for, competitions in countries other than that which issued their licence if:**
 - a) they have the written approval of their own ASN or FMN;
 - b) the event is listed on the international sporting calendar;
- viii) must at all times obey the instructions of an authorised official of the meeting, taking any disputes with such officials to the Clerk of the Course;
- ix) must be present at any meetings or briefings where this is required by the regulations or by the Stewards of the Meeting. They must also be present, unless by prior agreement with the organisers, at any prize-giving or ceremony where their presence is required by the regulations;
- x) may only drive in circuit races and speed events on tracks approved by the FIA, the CIK, the FIM or MSA;
- xi) may only compete in competitions which have been approved by MSA by the issue of an organising permit. **Participation in events not authorised by the ASN or FMN in whose country the event takes place will invoke the strongest disciplinary measures;**
- xii) must be aware of the contents of these regulations and in particular of the driving conduct required for the event entered;
- xiii) must agree to be bound by these regulations, such agreement being signified by the signature of the holder on the licence application form;
- xiv) must not have prior knowledge of the route to be followed in rallies, trials, off-road, enduro or similar events, unless permission has been obtained from MSA for competitors to have prior knowledge.

122. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES

Every person, group of persons, etc., organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit, or by and upon applying for a licence from MSA or by and upon entering for a competition, be deemed to have and recognise that they have:

- i) made themselves acquainted with these rules;
- ii) submitted themselves, without reserve, to the consequences resulting from these rules and any subsequent alteration thereof and agreed to pay as liquidated damages any fines or costs imposed upon them within the maxima set out in Appendix R;
- iii) renounced, under pain of disqualification (see GCR 186) the right **to have recourse except with the written consent of MSA to any arbitrator or tribunal not provided for in these rules;**
- iv) agreed to exonerate and keep indemnified the promoters, MSA and its respective directors, employees, officials, their servants, agents and representatives from and against all liability whatsoever to any such person or body or group of persons respectively in respect of or in connection with any meeting, competition or event held under these rules from whatsoever cause arising or alleged to have arisen;
- v) in the case of competitors (whether entrants, drivers or passengers) in competitions, agreed to exonerate and keep indemnified all other competitors, their servants or agents from and against all liability whatsoever to such entrants, vehicle owners or possessors, driver, co-drivers or passengers in connection with the driving of their vehicles or any other act, omission or occurrence during the course of a race or official practice therefor;
- vi) agreed as set out in sub-paragraph iv) and v) of this rule with each and all the persons and bodies referred to in those sub-paragraphs so that each and any of these persons and bodies shall be entitled to the benefit of such agreements;
- vii) agreed to be examined by a Doping Control/Alcohol Control Officer prior, to, during or following a motor sporting event, meeting or competition, further agreed to allow a sample of blood and/or urine to be taken for laboratory analysis by the Doping Control/Alcohol Control Officer concerned, to determine the presence or otherwise of alcohol or prohibited drugs as listed in the MSA Anti- Doping Code in accordance with the procedures for testing as prescribed by WADA and contained in the MSA Anti-Doping Code;

- viii) fully accepted that, should the analysis of the samples taken reveal the presence of alcohol or drugs, or the refusal to allow samples of blood and/or urine to be taken, will result in MSA taking disciplinary action as envisaged in its Anti-Doping Code - as prescribed by WADA.

123. SMOKING IN PROHIBITED AREAS

Smoking is strictly forbidden inside the pits, on pit lane and on the pit wall. It is also forbidden in the vicinity of fuel or other flammable liquids / materials. Offenders may be penalised by race officials.

124. CAMERAS AND RECORDING DEVICES

No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified.

125. LICENCES ISSUED BY MSA

- i) International, national, regional, club and social licences for drivers, co-drivers/navigators and passengers;
- ii) Entrants licences;
- iii) Officials licences;
- iv) One event licences applicable to and valid for only those categories and specific status of events as determined by MSA at its discretion. There is no credit for One Event licences issued when upgrading to an annual licence.

Licences shall be in the form chosen by MSA. They apply to a specific status and category of sporting event. Unless being of international status, they will be restricted to use in the territory of MSA and will not be valid for international events.

126. REGISTRATION OF COMPETITORS

Any person, in order to qualify as an entrant, driver, co-driver or as a navigator or passenger, must, except as hereinafter provided, be the holder of a licence for which a formal application on the appropriate form shall be made to MSA. Notwithstanding anything in these rules, MSA may in writing waive the necessity for competitors or drivers to hold a licence under these rules in order to be eligible to take part in a particular competition if it is primarily an event of a social character or an event open to persons who have not previously taken part in competitions. MSA may also grant a general waiver in respect of competitors in closed and restricted competitions (refer to GCR's 60(iii) and (iv)) subject to such conditions as it may from time to time announce. Such waiver may be revoked at any time either generally or in respect of any individual competitor.

127. GRANT OF LICENCE

A) MSA shall be entitled to grant licences to:

- i) Nationals of the Republic of South Africa;
- ii) Nationals of any other country represented on the FIA, CIK or the FIM after receiving authority from the ASN or FMN of the country/ies to do so;
- iii) Nationals of countries not represented on the FIA, CIK or the FIM provided the FIA/CIK/FIM is informed and makes no objection to the grant of any such licence;
- iv) Political refugees.

B) The granting of a driver's licence by MSA shall be conditional, where applicable, upon the applicant at the time of the application satisfying MSA:

- i) that he/she is the holder of a current driver's licence (or a learner's licence in the case of navigators) valid in the territory of MSA; or
- ii) that he/she has habitually driven motor vehicles outside the territory of MSA and is not disqualified from driving such vehicles within the territory of MSA; or

- iii) that although he/she is disqualified from holding a licence to drive on public roads, the circumstances leading to such disqualification are such that he/she should not be refused a competition licence.

Note: Applications falling within this sub-paragraph shall be considered individually by MSA.

C) Every applicant for a competition licence must satisfy MSA:

- i) that he/she is a paid up member of a bona fide motor club and/or association, affiliated to MSA and in good standing. Competition licences obtained without complying with this requirement shall render the holder ineligible to feature in event results and offenders may have disciplinary action taken against them, at the discretion of MSA;
- ii) that he/she has signed the form on indemnity stipulated by MSA;
- iii) that he/she complies with the eligibility requirements for the issue of licences for particular categories of motorsport and, in the case of a junior competitor, produces on demand an original or certified copy of the birth certificate.

D) MSA, in its sole discretion, reserves the right to:

- i) Issue a licence to an applicant who may not meet the stipulated minimum qualifications in terms of competition experience but who can satisfy MSA as to his/her level of ability and/or competition experience, full particulars of which **MUST** be submitted in writing in support of his/her application.
The aforementioned does not allow MSA the discretion to issue a licence to an individual who does not meet the specified age requirements. No deviation from the specified age requirements shall be permitted.
- ii) Withhold a licence without furnishing a reason for doing so, or issue a lesser category of licence notwithstanding that the applicant meets the stipulated requirements for the licence applied for.
- iii) Issue licences to drivers who do not hold current provincial driver's licences (or learner's licences) where the nature of the event allows the participation of junior competitors or the standing regulations of MSA do not specifically require the holding of provincial driver's licences.

128. VALIDITY OF LICENCE

- i) Licences are valid for events of the status that they apply to, and lower.
- ii) An international entrant's/driver's licence issued by MSA shall be valid for events inscribed on the international calendar in all countries represented on the FIA, CIK or the FIM and shall make the holder eligible to enter for or drive in (as the case may be) all competitions organised under the permit of MSA and in all international competitions (see GCR's 56 and 57).
- iii) A regional licence issued by MSA shall make the holder eligible as endorsed upon the licence to enter or drive in (as the case may be) regional or club competitions, provided the holder is otherwise eligible therefore.
- iv) A driver's licence granted by MSA does not constitute a certification of the competency of the holder.
- v) If the holder of a driver's licence granted by MSA is, during the currency of such licence, disqualified from holding a licence under a provincial motor vehicle ordinance, then his/her competition licence granted under these rules shall become invalid and shall forthwith be returned to MSA provided that MSA may, upon application, consider the circumstances under which the disqualification was ordered and if it thinks fit, shall authorise the re-issue of such driver's licence.
- vi) **A licence is not valid while a competitor is under sentence of suspension or disqualification (See GCR 184-187).**

129. PERIOD OF VALIDITY OF LICENCE

Licences, other than officials' licences, or unless otherwise endorsed by MSA, shall be valid from the date of issue to the end of the current calendar year, unless previously surrendered or withdrawn in accordance with these rules. This does not apply to One Event Licences.

130. RESTRICTIONS ON THE HOLDING OF LICENCES

- i) No person shall obtain licences, **valid for competition**, from more than two ASNs or FMNs during any one calendar year, i.e. a competitor may only be released to obtain a **competition** licence from another federation once during a calendar year.
- ii) No licence may be applied for outside of South Africa by the holder of an MSA licence or by a South African citizen without the specific permission of MSA in writing.
- iii) An entrant's licence may not be issued under a name that is calculated to deceive.
- iv) Under no circumstances shall a licence be issued to a minor competitor unless the licence application form and indemnity have been signed by the minor's parent, court-appointed legal guardian and/or curator. Severe penalties will result in instances where a false declaration is made regarding a minor competitor's age or date of birth.

131. REFUSAL OR WITHDRAWAL OF LICENCE

- i) MSA may refuse to issue or renew or may withdraw a licence. In the case of an application for a licence falling within GCR 127 (i) (b) or (c), such refusal shall be notified by MSA to the FIA, CIK or FIM.
If the competition is held outside the jurisdiction of MSA, the two ASNs or FMNs will agree on the duration of the suspension. If the competition is held on a track and/or circuit licensed by MSA, then MSA may withdraw all track and/or circuit licences held, and this will automatically result in the withdrawal from the calendar of any events allocated to the track until such time as the licence is restored.
- ii) Where a person publicly renounces his licence, he shall not be entitled to a new licence without the consent of MSA.

132. GRANTING A LICENCE TO A NATIONAL OF ANOTHER COUNTRY

- i) Anyone wishing to take out a licence for the first time in a country different from that of his citizenship must first obtain the approval of the ASN or FMN of their country of origin.
- ii) MSA shall be entitled to issue licences to nationals of other FIA, FIM or CIK member countries who already hold licences in compliance with the following conditions:
 - a) that they have obtained the written agreement of the parent ASN or FMN for this issue;
 - b) that their parent ASN or FMN has recovered the licence originally issued.
- iii) **Where the holder of a licence issued by MSA is not a South African citizen, he/she may use his/her MSA licence to take part in national events in the country of his/her citizenship, subject to any conditions which may be stipulated by MSA and further subject to the licence being acceptable to the foreign ASN/FMN as valid for the event/s concerned.**

Once a licence has been thus issued, it may be renewed annually.

133. GRANTING A LICENCE TO A POLITICAL REFUGEE

MSA may issue a licence to a political refugee without permission from the ASN or FMN of the refugee's country of origin provided that the status of the refugee conforms to the civil laws of the Republic of South Africa. Where a licence is issued under this article, the licensee assumes the nationality of MSA.

134. USING A LICENCE IN A FOREIGN COUNTRY

Competitors, prior to competing in a foreign country, must possess an international licence as an entrant or driver or if necessary, both. They must obtain permission from MSA. This permission may be given in such form as it deems convenient, by stamping the entry form, giving the entrant or driver a special visa for a specific event or a more general visa for one or several countries, for a period of time or the whole period of validity of the licence.

135. ASSUMED NAME

- i) If a licence is required in an assumed name, special application shall be made to MSA which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall not, so long as he/she holds a licence in that name, take part in any competition except under the name shown on such licence.
- ii) Any alteration to the assumed name shall require a further application to MSA.
- iii) To change back to an original name, a new licence must be applied for and the appropriate fee paid.

136. PRODUCTION OF A LICENCE

A competitor shall produce his licence on demand to an official at a meeting.

It is essential for the Secretary, acting on behalf of the organisers, to check the licence of every competitor to confirm that they are eligible and the licence is valid for the particular category entered. Failure to comply with this instruction will result in disciplinary action against both competitors and the organisers. (See Appendix R – Art. 2 (ii) (g) regarding penalty for non- compliance).

137. FORM OF MEDICAL FITNESS

All competitors, on applying for a competition licence, shall be required to submit the medical form of fitness prescribed by MSA, duly completed and **electronically** signed by themselves. Any false declaration with regard to medical fitness to compete shall render offenders liable to disciplinary action at the discretion of MSA. The penalty for making a false declaration may extend as far as disqualification – see GCR 186. **Drivers who intend competing overseas are required to comply with the specific regulations of the relevant international body (FIA, CIK or FIM) regarding medical fitness to compete.**

138. PRODUCTION OF A MEDICAL CERTIFICATE

If MSA for any reason has doubts concerning the fitness or ability of a competitor he/she may be required to furnish a medical report, issued by a specialist approved by the President of the Medical Panel. Any competitor hospitalised following an accident may be required to furnish a medical certificate from a qualified medical practitioner or specialist before again being allowed to compete.

139. LICENCE FEES

On the grant of a licence by MSA, a fee shall be payable to MSA in accordance with the scales laid down in Appendix R to these rules. MSA reserves the right to amend these scales without notice at any time.

PART VI

CERTAIN POWERS AND RESPONSIBILITIES OF PROMOTERS/ORGANISERS

GCR**140. POWERS OF THE PROMOTERS / ORGANISERS (See GCR 99)**

The promoter may:

- i) through the Clerk of the Course, with the prior consent of the Stewards of the Meeting, delete part of the course or competition or ignore part of the records of the competition in the case of bona fide unforeseen circumstances. A race may not be reduced in length except in accordance with GCR 272. For regularity rallying, refer to SSR 182. For cancellation/postponement refer to GCR 244;
- ii) distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is stopped before its scheduled completion;
- iii) offer additional awards;
- iv) with the prior consent of the Stewards of the Meeting, change the order in which events are run at a meeting, provided all competitors are advised accordingly;
- v) before the meeting, amalgamate classes or create additional classes should the type and size of entry appear to warrant such action and provided that intention to do so is notified in writing to all competitors affected not less than 7 (seven) working days before the competition or within 2 (two) working days after the closing date of entries, whichever is the earlier;
- vi) offer the entrant or any driver or vehicle liable to exclusion under GCR 99 the option of transfer to any appropriate class or competition at a meeting, if such appropriate class is scheduled;
- vii) check the eligibility of any vehicle and/or competitor before, during or after the competition provided that intention to do so after the competition is notified in the SRs, or alternatively, to the entrant within half an hour of the publication of the provisional results;
- viii) require a vehicle to be dismantled by the entrant in order to check its eligibility as and when directed;
- ix) require such components and/or samples and/or technical information as may be specified to be produced by the entrant as and when directed;
- x) require the entrant to defray any costs arising from the exercise of the rights given by vii) viii) and ix) above;
- xi) require the entrant to pay a fee for the re-examination of any vehicle rejected at scrutiny, in accordance with Appendix R;
- xii) consider and decide on any claim for expenses arising from the competition incurred by any person taking part in the competition;
- xiii) specify the manner in which a tie shall be resolved should the provisions of the SRs not produce a result.

141. RESPONSIBILITY OF THE PROMOTERS/ORGANISERS

In addition to the responsibilities of the promoters/organisers contained in the GCR's, SSRs, and in any relevant instructions the promoters/organisers in particular shall:

- i) ensure that the SRs and final instructions are not in conflict with the GCR's, SSRs or any instruction issued by MSA;
- ii) publish SRs and make these available to prospective competitors;
- iii) check the licences of competitors and, where applicable, visas and medical certificates;
- iv) in the case of racing events or meetings, hold a drivers' briefing as early as is practical prior to the commencement of actual racing to allow entrants and drivers to seek clarification concerning the SRs, final instructions or any matter not specifically covered in any regulation. Where circumstances make it the only practical solution, briefings may be provided by electronic means. Details of when and where (and how in the case of electronic briefings) the drivers' briefing will be held will be given in the SRs or final instructions;

- v) **6 weeks (8 weeks in the case of National Championship rallies) before the competition**, submit the draft SRs to MSA. The SRs (other than for international events) **must not repeat the MSA SSRs either in whole or in part**. If it is desired to emphasise any particular SSRs, attention should be directed to them by their numbers. SRs when being drafted should therefore be checked carefully against the relevant SSRs to ensure that there are no repetitions or contradictions;
- vi) issue final instructions to deal with particular points arising after the issue of the SRs, but in so far as such instructions are contrary to the SRs or these rules or impose penalties (except in exceptional circumstances approved by MSA), they shall be invalid;
- vii) before the competition takes place, furnish the Stewards of the Meeting (and particularly the MSA Steward who is the senior Steward) with copies of the SRs, the final official instructions to competitors and any other such documents or information as may be supplied to competitors. The Stewards of the Meeting must be informed by the organisers of the time and place of the start and finish (when applicable) and must be given all such information and facilities by the organisers, including admission tickets, etc., (where applicable) to enable them to carry out their duties. These requirements also apply to the senior Scrutineer. Failure to adhere to these requirements will render the organisers liable to a penalty or fine. (Refer to Appendix R);
- viii) in good time before the competition, furnish the MSA Sport Coordinator, and in the case of National Championship competitions, the Manager of Sporting Services, with a copy of the SRs and official instructions (if any) as issued to competitors, and any subsequent amendments thereto, if not submitted via email electronically;
- ix) at least 48 hours before the commencement of a competition, furnish the MSA Sport Coordinator and in the case of S.A. National Championship competitions, the Manager of Sporting Services, Motorsport SA, the official list of competitors and drivers entered;
- x) After the competition, the promoters shall:
 - a) inform MSA of the results of a competition by the close of business on the first working day following the competition or within such further time as MSA may allow in specific instances. Results must reflect the competition licence number and names of all competitors, and failure to comply with this requirement shall be subject to disciplinary action being instituted by MSA.
 - b) furnish MSA with a copy of the official programme for the event (refer GCR 89);
 - c) inform each competitor of the results of a competition **within 7 working days** (this may be on the day of the event) of the competition or within such further time as MSA may allow;
 - d) submit their written report to the Stewards of the Meeting, complete with copies of the full results together with details of licence numbers and names, and all such other information as is necessary to enable the Stewards of the Meeting to compile their own written report for submission to MSA;
 - e) through the Clerk of the Course have **7 working days** in which to submit their reports before penalties are automatically applied (See Appendix R – Art. 2 (ii) d);
 - f) distribute all starting and prize money **within 14 working days** after the results of the competition have been finalised, or within such further period as MSA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation;
 - g) return fees to reserve entries who did not start no later than 14 (fourteen) working days after the date of the competition/event.
 - h) where the SRs include prize giving in the programme of the event and circumstances arise which would cause an unreasonable delay in announcing the results after the event, the Stewards may postpone such announcement to a later date having advised all competitors present accordingly;
 - i) where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from this function.
- xi) Ensure that a copy of the Event Safety Plan is available at all times during the event.

142. RESPONSIBILITY OF THE PROMOTERS OF ALL MOTOR SPORTING EVENTS

Promoters/organisers MUST provide the following minimum services:

- i) The practice (where applicable) to be under the control of competent members of the organising clubs (i.e. sufficient trained and well equipped marshals). In the case of racing on a closed circuit, **all marshal posts must be manned for official practice, qualifying and racing.**
- ii) Sufficient firefighting equipment must be present. Same must be serviced regularly and in working order.
- iii) Exit of the pit road must be manned. The entire length of the circuit must be in sight of officials who are in radio/telephone contact with the official at race control.
- iv) **A medical rescue service, complying with the provisions of Appendix "L" to these regulations, must be provided.**
- v) Where applicable, calibrated scales (preferably together with test weights to confirm the scale's accuracy) must be provided, to allow for the weighing of race vehicles.
- vi) Where use is made of 'course cars', promoters/organizers must ensure that such vehicles are adequately insured and that their occupants wear crash helmets and seat belts when the vehicles are being driven on circuit.

PART VII OFFICIALS

All officials are reminded of the Code of Conduct document available on the MSA website, which must be adhered to at all times.

GCR

143. LIST OF OFFICIALS

No official may be less than 16 years of age. The term "officials" comprises the following persons who may have assistants. The list is not necessarily exhaustive. Officials should be adults and for all competitions, should be licensed and/or insured by MSA.

The Clerk of the Course;

The Secretary of the Meeting;

Timekeepers and Lap scorers;

Handicappers;

Technical Consultants;

Scrutineers;

Road or Track Observers;

Flag Marshals;

Pit and Paddock Marshals;

Track Marshals for fire and safety;

Starters;

Rally Marshals;

Judges of Fact (**Note: Unless Judges of Fact are licensed by MSA and their appointment complies strictly with the provisions of the regulations, they will simply be considered to be observers**);

Medical Officers;

Crowd Control Officials;

Communications and Radio Officials;

Environmental Officer (Refer to Environmental Code for duties and responsibilities);

Competitor Relations Officer (or similar).

144. DEFINITION OF ROLE OF OFFICIALS

The role of an official is:-

- i) to either guide or be instrumental in the organisation of an event; and/or
- ii) to check that the CSI, GCR's, SSRs and SRs governing the event are complied with.

An official shall not perform any duties other than those attached to his appointment, except in cases of force majeure, and no official shall hold more than one position during an event.

145. BUSINESS CONNECTIONS PROHIBITED/CONFLICTS OF INTEREST

- i) It is required that any official who has, by his appointment, a "conflict of interests" or could be held to have such a "conflict of interests" because of his normal employment and/or family situation, shall report such to MSA before the competition. MSA shall have the absolute discretion to reject the appointment of any official where it deems that such appointment may lead to, or create the perception of, a conflict of interests due to familial and/or business links.
- ii) **It is prohibited for two or more members of the same family to hold official positions in the same event on the same day, unless prior written approval has been granted by MSA. Any such written approval expires on 31 December of the year it was issued.**

146. OFFICIALS' LICENCES

Certain officials in events must hold a licence issued by MSA. The criteria and necessity for holding such licences will be decided by MSA or the FIA, CIK, or FIM, as will the criteria for the granting of such licences. The fee for the licence will be determined by MSA. In particular, the period of validity of officials' licences may be extended unlike other licences.

These licences may be withdrawn by MSA, the FIA, the CIK or the FIM (as applicable) if the holder proves to be incompetent or commits a serious offence. MSA will maintain a list of all licensed officials.

Any official who places himself at the disposal of an organiser who does not have an organising permit issued by MSA may be suspended, at the sole discretion of MSA.

147. RIGHT OF SUPERVISION

- i) Apart from the officials referred to in GCR 143, the FIA/FIM/CIK may appoint persons with the task of attending, as an observer, the qualifying events of any FIA/FIM/CIK championship, trophy or cup.
- ii) MSA may appoint a suitable person with the right to supervise or uphold the interests of its own nationals in an event held in any country whatsoever. Such appointment must be notified in writing to both the Stewards of the Meeting, and to the ASN or FMN of the country where the event is being held.
- iii) MSA may appoint members of its committees or other suitable persons to observe any event run within its territory.

148. RIGHT OF THE FIA/FIM/CIK TO APPOINT OFFICIALS

For any international championship, cup or trophy, the FIA/FIM/CIK has the right to appoint various race officials, who report directly to the international body that appointed them.

149. NECESSARY OFFICIALS

At each meeting or event there shall be **at least two Stewards of the Meeting** (representing MSA), a Clerk of Course and a Scrutineer. In the case of minor events, e.g. a closed club trial, it will not be necessary for the Stewards to be physically present. They must however, at all times be on call, e.g. within easy reach by telephone. For events where time is a factor there shall be at least one Timekeeper. For International events there will be at least three Stewards of the Meeting. If more are appointed there shall always be an odd number. For FIA/FIM/CIK championship events the applicable regulations regarding officials must be followed.

MSA reserves the right to appoint officials to MSA sanctioned events where it deems such appointments to be appropriate. Furthermore, MSA may appoint a MSA Steward of the Meeting for events granted an MSA permit and will approve the Club Steward, Clerk of Course and other senior licensed officials appropriate to the event.

150. CONSUMPTION OF ALCOHOL

No person in any official capacity may consume any alcohol until such time as he has discharged his official duties in their entirety. Offenders will render themselves liable to disciplinary action at the discretion of MSA.

151. STEWARDS

Note: No Steward can carry out his duties in a satisfactory manner unless he has, at the very least; a working knowledge of the GCR's and allied regulations. **For National Championship events, it is compulsory for at least the MSA appointed Steward to hold a Clerk of Course Licence, valid for that specific category of sport.**

- i) Any person before acting as a Steward should have access to the following publications:
 - a) General Competition Rules (GCR's);
 - b) Standing Supplementary Regulations (SSRs);
 - c) International Sporting Codes (CSIs) (where applicable);
 - d) Supplementary Regulations (SRs) and final instructions issued by the Promoters / Organisers for the meeting.
- ii) The function of the Stewards, acting as a body and not as individuals, is to constitute an impartial judicial body and, in so doing, to see that the organisers deal fairly with the competitors and that the competitors respect the organisers.
- iii) The Clerk of the Course is responsible for the safety of spectators, officials and competitors and the Stewards will not concern themselves with these matters except in an emergency, or if it appears that the Clerk of the Course is failing to take appropriate action.
- iv) For other than international events where the Stewards have prime responsibility, the Clerk of the Course effectively acts as the 'Chief Executive Officer' for any meeting and the Stewards should not interfere with him in the carrying out of his duties nor assume duties or responsibilities which are properly those of the Clerk of the Course.
- v) The Stewards, during a meeting, should bring to the notice of the Clerk of the Course any serious shortcomings in organisation which may come to their notice and which may endanger spectators, officials or competitors, if not immediately rectified.
- vi) The Stewards should not, except for the most urgent reasons, issue instructions directly to officials or competitors, but should always deal with and through the Clerk of the Course unless it appears to them that the meeting is not being properly or safely conducted or that important matters are being overlooked by the Clerk of the Course.
- vii) If it is essential for the Stewards to take urgent action, the Clerk of the Course should be advised of the action taken as soon as possible.
- viii) Should the circumstances warrant this, MSA shall have the right to appoint one or more alternate Stewards to hear protests which are not able to be heard during the event in question.

152. RESPONSIBILITY AND AUTHORITY OF THE STEWARDS OF THE MEETING

- i) The Stewards of the Meeting shall have authority for the enforcement of the CSIs (where applicable for international events), GCRs, SSRs and the SRs once they become empowered to act.
- ii) The Stewards of the Meeting shall not in any way be responsible for an event's organisation and shall not have any executive duty in connection therewith. It follows therefore, that in the discharge of their duties they do not incur any responsibility except to MSA. As an exception to this principle when a meeting is promoted directly by MSA, the Stewards of such a meeting may combine their duties with those of the promoters. In a meeting comprising several competitions there may be different Stewards of the Meeting for each competition. When MSA has appointed one or more of the Stewards of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards of the Meeting.
- iii) They may, in exceptional circumstances, amend the regulations.
- iv) They may forbid the running of any competition not in conformity with the applicable regulations, or in a case of "force majeure", or for safety reasons.
- v) They may modify, or instruct modifications to the programme, the services or installations, whether or not these have been suggested by the Clerk of Course, in order to ensure greater safety for the competitors or the public.

- vi) They may appoint deputies in the absence of any of their number to make sure the required number of Stewards is present.
- vii) They may postpone a competition in case of "force majeure" or for reasons of safety.
- viii) They may authorise a change of driver if such change is foreseen in the SRs, or SSRs.
- ix) They may accept or reject any rectifications proposed by a Judge.
- x) They may authorise a restart after a competition has been stopped.
- xi) If appropriate, the Stewards of the Meeting may increase the penalty for a false start.
- xii) They shall determine if a competition should be concluded after it has been stopped by the Clerk of the Course.
- xiii) They may authorise a new start in the event of a dead heat.
- xiv) They may cancel, or render null and void, controls and stages in rallies.
- xv) They may amend the classification.
- xvi) They must investigate or cause to be investigated any incidents or breaches of the regulations which they observe or which are reported to them.
- xvii) They may recommend to MSA that further action be taken against a competitor for any serious offence, including holding of courts of enquiry.
- xviii) At the end of the competition or meeting, the Stewards must report to MSA such matters as it requires. However, this report must contain at least all details of protests lodged, whether heard or declined, appeals received, their recommendations for any further penalties or sanctions and a report on the competence of the Organisers. This report must be submitted to MSA only **within 7 (seven) working days from the date of the competition**. Any protest fee retained or appeal fees must accompany the report irrespective of whether the protest lodged was heard or not. The report must be a fair and honest report, and must in no way endeavour to protect the interests of the Promoters and/or Organisers and/or officials and/or competitors.
- xix) They shall be present at a meeting or event from the first scrutineering or administrative checking to the end of the time for protests following the publication of provisional results or until all protests are dealt with. They may adjourn such protests to a time and place suitable to all parties. This time must be extended to include any final scrutineering or dismantling.
- xx) In general the Stewards of the Meeting become empowered to act as soon as the first action of the meeting or event commences. This will normally be documentation or scrutineering. Any disputes prior to this time must be dealt with by MSA who alone may decide disputes regarding entries or projected changes to the regulations up to this moment. Their role ends when they sign the final results or when all protests are heard and the time for lodging a notice of intention to appeal has expired.
- xxi) They shall settle any protests which may arise during a meeting in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. Stewards may receive protests either directly or through the Clerk of the Course. The time that the protest is received must be recorded on the protest, and signed by the Steward or the Clerk of the Course. The Stewards should satisfy themselves that the protest has been lodged strictly in accordance with Part IX of the GCR's. Competitors are deemed to know the GCR's and it is not the function of the Stewards to assist or give advice to competitors regarding the manner and method in which protests should be lodged. (Also refer to GCR 175).
- xxii) The Stewards should ensure that the hearing of protests is in private with only interested parties being present, including the Clerk of the Course. It is not the function of Stewards to act as prosecutors, or defendants. They should ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written protest previously lodged.
- xxiii) "Club Stewards" are not appointed to protect the interests of the organisers or the promoters, and they must not interpret their responsibilities in this manner.

- xxiv) In considering the SRs, Stewards must consider the SRs as published. They must only be concerned with the normal plain meaning of the wording of the regulations and must pay no attention to any claim as to what any regulations were intended to mean. In the case of ambiguity, the SRs should be read and taken as a whole before a decision regarding the intention of the regulations is decided upon.
- xxv) In the case of the Stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the Senior Steward shall have the casting vote.
- xxvi) If for any reason the Stewards cannot give findings immediately after the hearing, they shall inform the interested parties of the time and place at which the findings will be given. This notice must be given both verbally, and in writing.
Should there be the slightest possibility that new and/or additional evidence concerning a matter heard may change the findings of the hearing, it is essential that they reserve judgement. In such instances, the parties must be advised within one hour of the end of the hearing, of the time and place at which the decision will be given (Refer to GCR 202).
- xxvii) In addition to hearing protests, the Stewards may be called upon to deal with an alleged breach of the regulations. A hearing should be held similar to hearings held in the case of protests and the procedure is similar. Having arrived at a decision, the Stewards may impose a penalty (refer GCR 177, 178, 183 and 184).
- xxviii) Where a decision made by the Stewards affects the results of an event/race, the Stewards shall, as soon as possible, advise the relevant officials accordingly to allow the latter to amend the provisional results, for re-publication.

Note: Stewards are often prevailed upon to give advice to competitors who are annoyed or aggrieved by the actions of the Promoters. They should firmly but tactfully avoid giving such advice, which often arises from a question that is a concealed protest. Once having given solicited or unsolicited advice to competitors or organisers, the Stewards have automatically debarred themselves from dealing with any protest which may subsequently arise on the matter: Stewards who thus compromise their positions cannot carry out their judicial duties, and powers, and this gives rise to unnecessary appeals.

153. PENALTIES WHICH CAN BE IMPOSED BY THE STEWARDS OF THE MEETING

Refer GCR 177.

154. STEWARDS' REPORT AND POWERS OF MSA FOLLOWING STEWARDS' REPORT

- i) The Stewards (as a body) must submit their written report to MSA **within 7 working days from the date of the event** in accordance with the GCRs, forwarding therewith the documents received from the Clerk of the Course.
- ii) If it appears to MSA from the Stewards' Report or otherwise that the results of a competition have been improperly or incorrectly made or that any breach of condition of permit, defect in organisation, breach of any of the GCR's, SSRs or SRs, or other irregularity has taken place, or that the Stewards have recommended further action, MSA shall be entitled to enquire into the matter as envisaged in GCR 211 below or otherwise and, after giving the interested parties an opportunity of being heard, make such order as it deems proper, even though no protest or appeal may be pending, and whether or not such breach has been the subject of protest and/or appeal.
- iii) No such enquiry shall be ordered after the expiration of 60 working days from the date of publication of the results and further provided, except where the Stewards have recommended further action, that no matter shall be the subject of any enquiry under these rules if it could and should have been the subject of protest or appeal at the meeting when it arose, unless MSA deems that the circumstances warrant a formal enquiry. All parties involved in the enquiry, must be advised of the scheduled hearing before the expiration of 90 working days from the date of publication of the results.

MSA reserves the right to take disciplinary action against Stewards if it becomes evident after the running of a competition that any incidents, contraventions or breaches of rules have occurred during the competition and are not reflected in the Stewards' report (Refer GCR 152 (xvii)).

155. RESERVED

156. DUTIES AND AUTHORITY OF THE CLERK OF THE COURSE

The Clerk of the Course for the meeting has the supreme authority for the conduct of the meeting or competition, and other than in the case of International events, the Clerk of the Course acts on behalf of the Promoters/Organisers in accordance with GCR 70.

If a Secretary of the Meeting is not appointed, the Clerk of the Course automatically takes on that responsibility. There may be different Clerks of the Course appointed for various events during a meeting. There may be one or several Assistant Clerks of the Course appointed who are responsible to the Clerk of the Course. The role of the Clerk of the Course begins with opening of entries and ends when his final report to the Stewards of the Meeting is signed. Irrespective of the status of the event, the Clerk of the Course must be present during the entire duration of the event.

It is prohibited for a Clerk of the Course to act as a Judge of Fact at any event at which he is officiating in the capacity of Clerk of the Course (refer to GCR 144).

Provided that nothing hereinafter contained shall be interpreted to restrict the powers of MSA as envisaged in GCR 154 (ii), GCR 208, GCR 211 or otherwise, the Clerk of the Course shall in particular:

- i) check that all members of the organisation are competent and aware of their duties;
- ii) co-ordinate and supervise all the elements which take part in the organisation of practice and the competitions;
- iii) generally keep order in co-operation with the civil authorities;
- iv) ensure that all elements of the safety services (and the safety barriers, if required) are in position and ready to carry out their duties or purpose. The Stewards of the Meeting should be informed if any of these elements are missing or impaired and should be advised by the Clerk of the Course as to the next step to be taken;
- v) co-operate with any Inspector, Observer or Technical Consultant appointed by MSA. If any conflict arises it must be resolved by the Stewards of the Meeting;
- vi) control the running of practice and respect of the programme and regulations and, if necessary, inform the Stewards of the Meeting of any proposal to modify same whether for the interests of the competition, the public safety or "force majeure".
- vii) take his own decisions within the limits and scope of his authority as set forth in GCR's, SSRs and SRs for the event;
- viii) in dealing with dangerous or unsafe driving and with baulking at a race meeting, it is the responsibility of the Clerk of the Course to deal with these matters in terms of the powers vested in him and if necessary to ask the Stewards of the Meeting to impose further penalties;
- ix) if a vehicle appears to be dangerous, it may be halted by the Clerk of the Course, or prevented from competing;
- x) check that results are established and distributed as quickly as possible to competitors, after the results concerned have been checked and amended if it is obvious that they were incorrect;
- xi) stop the practice or event by the appropriate means when in the Clerk of the Course's sole opinion it is unsafe to continue;
- xii) supervise the entrants, drivers and their vehicles to prevent any who have been disqualified, suspended or excluded or any ineligible driver or car from taking part in the event and order their removal from the course or its precincts;

- xiii) in conjunction with the starter, (where applicable) bring the vehicles to the start in accordance with the established starting order and if necessary start them;
- xiv) keep the Stewards of the Meeting fully informed regarding all incidents;
- xv) advise, in writing, the driver or, in his/her absence, the entrant or Team Manager, of any penalty imposed at the earliest possible opportunity;
- xvi) receive any protest either against the findings of the Clerk of the Course or otherwise, and convey same to the Stewards of the Meeting;
- xvii) convey to the Stewards of the Meeting any breach of a rule by, or misbehaviour of a competitor and details of any penalty imposed;
- xviii) collect the reports of Timekeepers, Scrutineers and Observers and all other information necessary for determination of the results;
- xix) convey to the Stewards of the Meeting the provisional and final results, after duly having signed same;
- xx) prepare with the assistance of the Secretary of the Meeting the closing report of the event or meeting and pass same to the Stewards of the Meeting, furnishing copies to MSA **within 7 working days of the date of the competition;**
- xxi) in the case of National Championship and Regional Championship events furnish the relevant MSA Sport Coordinator, with the full results of the competition **by the close of business on the first working day following the competition.**

157. PENALTIES WHICH CAN BE IMPOSED BY THE CLERK OF THE COURSE

The Clerk of the Course is empowered to penalise competitors in the following instances, and shall notify his intention to do so.

i) **Generally:**

- a) Reprimand, fine up to maximum of R 10 000.00 (except as provided for in GCR 176), impose a time penalty, exclude a competitor and/or preclude a competitor from participation for contravening a particular rule for which no specific penalty is prescribed; but not in an international event where the Stewards must determine what penalty to impose.
- b) Exclude/preclude a competitor from participation and/or fine the entrant of a vehicle reported by the Technical Consultant to contravene Regulations and Specifications (see GCR 176).

The Clerk of the Course may not, however, impose a fine in lieu of exclusion in the case of a contravention relating to technical rules or specifications, unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

ii) **In Racing or Speed Events:**

- a) Show the black flag to a competitor, requiring him to stop as prescribed.
- b) Impose the prescribed time penalty for a contravention reported by a Judge of Fact and immediately notify the competitor's pit.

iii) **In Rallying/Off Road Racing and Motorcycle Enduro events:**

Impose the prescribed time penalties or exclusion for late/early arrival at controls and/or exceeding maximum permitted:

- a) lateness at controls, or
- b) running times for portions of the course. Competitors to be penalised shall be so informed and given the opportunity of protesting to the Stewards of the Meeting against the findings of the Clerk of the Course.

158. GRADING OF CLERKS OF THE COURSE

- i) No person shall act as Clerk of the Course or be appointed to officiate as such at a motor sport competition unless, in accordance with the regulations, he has been graded in a category not lower than that appropriate to the competition at which he is to officiate, or for which he is to be appointed.

- ii) Any person desiring to be graded in terms of paragraph i) shall make application to MSA, Johannesburg, or one of its regional offices.
- iii) No person will be graded unless he has satisfactorily completed and passed the form or test or examination as prescribed for this purpose from time to time by MSA provided, however, that if an applicant can satisfy MSA, Johannesburg as to his ability and previous experience, the need for the completion of all or part of the test or examination may be waived by MSA.
- iv) Any grading, made in terms of these regulations, shall be subject to review at any time by MSA which shall have the right in its sole discretion to amend or withdraw any grading. Applications for up-grading must be made in writing to the relevant MSA Regional Committee.
- v) Notwithstanding that a person has satisfactorily completed and passed the grading examination with high marks, his grading will be dependent on his experience and the recommendations of the Regional Motor Sport Committee and/or relevant MSA sporting commission.
- vi) A person obtaining a high mark but given a lower grading will be advised that the licence issued will be upgraded without the necessity of rewriting the examination once a higher level of experience is obtained.
- vii) MSA may downgrade a licence if the holder does not make use of it at regular intervals or if the holder does not conduct himself and execute his duties to the complete satisfaction of MSA.
- viii) Clerk of the Course licence gradings shall be valid for a period of three calendar years but the licences need to be renewed annually.
- ix) Renewal of a Clerk of the Course licence shall be subject to the holder attending a seminar and/or re-writing the relevant exam, at the sole discretion of MSA.

A. GRADING: RACES, SPEED EVENTS

Persons graded in accordance with these regulations may be appointed as Clerks of the Course and may officiate as such only in the category or categories appropriate to the grading, as defined hereafter:

- a) **GRADE A**
The holder is authorised to take full charge as Clerk of the Course of any race meeting or speed event. Grade A is obligatory for taking charge as Clerk of the Course of any meeting which includes a S.A. National Championship event.
- b) **GRADE B**
The holder is authorised to take full charge as Clerk of the Course for a national race meeting. This grade is not valid if the meeting includes a S.A. National Championship event.
- c) **GRADE C**
The holder may take full charge as Clerk of the Course of a Regional race meeting. This grade is not valid if the meeting includes any National or Regional Championship, or a National event. A Grade C holder may be appointed as Assistant Clerk of the Course to a Grade B Clerk of the Course in charge of a meeting, but shall act only under the direction of that official. An Assistant Clerk of the Course at a Regional race meeting shall not be required to be graded, but shall act only under the direction of the Clerk of the Course.
- d) **EXEMPTIONS**
Notwithstanding the provisions of sub-paragraphs a), b) and c), the following classes of competitions shall not require that the Clerk of the Course be a graded official, provided however that MSA shall have the right, at its discretion, to require that the Clerk of the Course shall hold a grading appropriate, in the opinion of MSA, to the status and/or nature of the event; Gymkhanas – Autocross events – Club off road trials.

B. GRADING: TRIALS AND RALLIES

Persons holding a "rally" grading may only officiate as a Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) GRADE A

The holder is authorised to take full charge of any trial or rally held in South Africa under MSA permit. This grading is reserved for the Clerks of the Course of Special Stage National Championship events or full National/International events (MSA Rally Commission reserve the right to determine which events qualify). A grade "A" licence will be issued to all Clerks of the Course who have officiated on events as above during the current year and the previous two years. Licences will be specifically endorsed for that branch of rallying to which the licence applies.

Grade "A" licences will also be issued to officials who will be Clerks of the Course of events falling into those categories listed above provided that they have achieved an "A" grading in the exam and that they have acted as Clerk of the Course on two events of Regional Championship status, or higher, during the same time period. The issue of the licence will be conditional upon the fact that the Chief Deputy Clerk of the Course shall be a Grade "A" licensed Clerk of the Course who will be present at all times during the event to advise the Clerk of the Course.

b) GRADE B

Applicants, who write the examination, must obtain "B" grading marks. Experience required: A minimum of having acted as Clerk of the Course for two "C" grade qualifying events or as a Chief Deputy for two "B" grade qualifying events. A Grade "B" licence allows the holder to act as Clerk of the Course of any rally other than a Special Stage National Championship event or a full National/International event.

c) GRADE C

Applicants, who write the examination, must obtain "C" grading marks to allow the person to act as Clerk of the Course for all events of regional or lower status not counting to any regional or higher status championship.

All licences will be valid for one year and application for renewal of same must be made to MSA for the following year.

C. GRADING: MOTOCROSS/SUPERMOTO

Persons holding a "motocross" or "supermoto" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) GRADE A

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit.

b) GRADE B

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit other than a S.A. Championship or International motocross or supermoto event.

c) GRADE C

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship event.

D. GRADING: OFF ROAD AND ENDURO EVENTS

Persons holding an "off-road/enduro" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) **GRADE A**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held under MSA permit.

b) **GRADE B**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held in South Africa under MSA permit other than a S.A. Championship or International off-road/enduro event.

c) **GRADE C**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship off-road/enduro event.

E. GRADING: KARTING

Persons holding a "karting" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) **GRADE A**

The holder is authorised to take full charge as Clerk of the Course for any karting event held under MSA permit.

b) **GRADE B**

The holder is authorised to take full charge as Clerk of the Course for any karting event in South Africa under MSA permit other than a S.A. Championship or International event.

c) **GRADE C**

The holder is authorised to take full charge as Clerk of the Course for any karting event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship event.

159. DUTIES OF THE SECRETARY OF THE MEETING

The Secretary of the Meeting, **who shall have attended a seminar and passed an examination unless specific permission to the contrary has been granted by MSA**, shall be responsible for the organisation of the meeting. In particular, he/she shall:

- i) check the validity of all entries received and report such to the organisation committee;
- ii) check or cause to be checked, and retain copies of, the competitors' licences (see GCR 98) as well as the age eligibility of the competitor for the class/category entered;
- iii) during the meeting maintain the Official Notice Board(s);
- iv) publish official bulletins from the Stewards of the Meeting and information from the Clerk of the Course on the Official Notice Board(s);
- v) send all necessary documentation to officials and competitors before, during and after the meeting (copying the relevant MSA Sport Coordinator at the same time);
- vi) advise all the officials (including the timekeepers) of any change of driver, subject to the Stewards of the Meeting having agreed to such change;
- vii) if necessary, assist the Clerk of the Course to compile his final report.

160. DUTIES OF THE STARTER

The principle duties of the starter are:

- i) to check that the means of starting (flags, lights) are in good working order;
- ii) to receive the vehicles proceeding to the starting areas and arrange them in the correct order of their start times;
- iii) to start the event, having ascertained that the conditions for the start are complied with.

161. JUDGES (See GCR 143)

One or several Judges may be appointed by the organising committee of a race/event to supervise and observe certain aspects, and to report on their findings. It is strongly recommended that only individuals, who hold a Clerk of Course Licence, be appointed to these positions.

162. DUTIES OF THE JUDGES (See GCR 143)**Starting Judges:**

One or several Judges may be appointed by the organising committee of a race/event to supervise the starts. Starting Judges shall immediately point out to the Clerk of the Course any false starts that may have occurred.

Finishing Judges:

In a competition where the order in which the competitors pass the finishing line must be determined, a Finishing Judge shall be appointed to make such a decision. The Judge may have one or several assistants. They may refer to the Chief Timekeeper prior to giving their decision.

Judges of Fact:

In a competition where a decision has to be given as to whether a competitor has touched or passed a given line or upon any other similar fact which has been laid down in the regulations for the event, one or several Judges of Fact, Starting Judges or Finishing Judges shall be nominated to be responsible for one or several of these decisions. **Their names shall be published to competitors by an official Bulletin displayed on the Official Notice Board together with the facts they shall judge.** Any of the above Judges may have Assistant Judges appointed to help them or, in cases of absolute necessity, to replace them but in case of a disagreement, the final decision shall be given by the relevant Judge.

Judges of Fact – Rallies

Judges of Fact will be appointed by the Clerk of the Course and their names will be published in an official bulletin. These officials will be appointed to report on infringements of the rules, with particular emphasis on competitors who jump the start in special stages, competitors who speed in service park/areas, competitors who take short-cuts on special stages and competitors who speed on liaison sections. These Judges of Fact so appointed may, the provisions of these regulations notwithstanding, hold a position in addition to that of Judge of Fact.

163. DUTIES OF THE TIMEKEEPERS

The principle duties of the Timekeepers are:

- i) to report to the Clerk of the Course at the beginning of the meeting or event to receive his/their instructions;
- ii) to check their apparatus and verify its accuracy;
- iii) to use for timing only such apparatus as is approved by MSA or, for the purpose of FIA/FIM/CIK championship events or international record attempts, by the FIA/FIM/CIK;
- iv) to declare the time taken by each competitor to complete the course;
- v) to prepare and have the Chief Timekeeper sign their reports and to transmit same to the Clerk of the Course for his signature and, for record attempts, to MSA;
- vi) to send on request their original time sheets either to the Stewards of the Meeting or MSA;
- vii) to refrain from communicating any results or times except to the Stewards of the Meeting or the Clerk of the Course and MSA, or the FIA/FIM/CIK officials, except as instructed by these officials.

164. LICENCING OF TIMEKEEPERS

All Timekeepers shall hold MSA licences to act in that capacity except when MSA may have given written dispensation waiving this requirement. MSA, at its sole discretion, may limit a timekeeper to only being able to act at events up to a specified status (club, regional or national).

165. DUTIES OF HANDICAPPERS

The handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the SRs. They shall state if any handicap in a competition is to be increased as a result of a performance made in a previous competition.

166. DUTIES OF THE SCRUTINEERS AND ASSISTANT SCRUTINEERS

Scrutineers, **who shall have attended a MSA seminar and passed an examination unless specific approval to the contrary has been granted by MSA**, are entrusted with the checking of vehicles. In general, this checking is divided into visual safety checking of vehicles and checking of compliance with the groups and regulations. These checks are conducted in conjunction with the MSA appointed technical consultant/s, where such are appointed. In addition, the scrutineers are required to examine the protective clothing and helmets of drivers/riders. They shall:

- i) make these checks before the meeting or event when requested to do so by MSA or the organisers and during or after the meeting when requested by the Clerk of the Course or the Stewards of the Meeting;
- ii) where appropriate, compile a checklist relating to items such as the parc fermé;
- iii) use only checking instruments of a type acceptable to MSA;
- iv) ensure that all necessary equipment and checking instruments approved by MSA are present and in proper working order and, where required, the official scale, test weights and a current assize certificate are available;
- v) not communicate any official information except to the Clerk of the Course or to the Stewards of the Meeting;
- vi) report to the Clerk of the Course any vehicle they consider dangerous in construction or unsafe or ineligible to compete;
- vii) prepare and have the Chief Scrutineer sign their reports and forward them to the body which requested the reports.

167. DUTIES OF TECHNICAL CONSULTANTS

MSA has the right to appoint Technical Consultants, **who shall have attended a MSA seminar and passed an examination unless specific approval to the contrary has been granted by MSA**, to any meeting, event or category of motorsport. The same right exists for the FIA, FIM and CIK for any event forming part of one of these bodies' championships or series.

Technical Consultants assume primary responsibility for all technical aspects of the category to which they are appointed. They advise the Clerk of the Course and the scrutineers regarding technical matters, and may assist where necessary. Should a technical consultant's advice not be heeded, this must be reported to the Clerk of the Course and, failing satisfaction, to the Stewards of the Meeting. Technical Consultants may be utilised by MSA in an advisory capacity, and to assist with the homologation of vehicles.

Where disputes arise concerning technical matters, the final decision rests with the appointed technical consultant/s. Their advice on technical matters may therefore not be disregarded or ignored by a Clerk of the Course, but they do not usurp his/her functions. Technical consultants may make recommendations regarding the imposition of penalties, where appropriate, but the actual imposition of penalties remains the duty of the Clerk of the Course.

While technical consultants are available to give advice to officials and/or competitors, they report to, and are responsible to, MSA directly.

168. GRADING OF SCRUTINEERS

The regulations regarding the grading of Scrutineers are given hereunder. All scrutineers shall hold licences issued by MSA, Johannesburg, on the recommendation of the applicable party (ies).

a) **TECHNICAL CONSULTANTS**

MSA may appoint qualified Technical Consultants from time to time who are acknowledged experts in any particular field, or who have a specialised and intimate knowledge of a particular make or model of vehicle, or category of motorsport (See GCR 167).

b) **SPECIALIST SCRUTINEERS**

MSA may appoint Specialist Scrutineers who have a specialist and intimate knowledge of a particular make or category of vehicle. They may carry out technical examinations relating to safety and compliance with vehicle specifications in an appropriate area and shall furnish their reports and recommendations to the Chief Scrutineer or Clerk of the Course.

c) **GRADE A SCRUTINEERS**

A Grade "A" Scrutineer is authorised to oversee and take full charge of the scrutineering for any competition held under MSA permit.

d) **GRADE B SCRUTINEERS**

A Grade "B" Scrutineer is deemed suitably qualified and experienced to take charge of the scrutineering of any competition up to and including National Championship level.

Grade "B" Scrutineers may be considered for promotion to Grade "A" according to their ability to organise and delegate, their level of experience and their standard of conduct. Promotion must be recommended by at least one Grade "A" Scrutineer and two different Clerks of Course.

e) **GRADE C SCRUTINEERS**

A Grade "C" Scrutineer is considered to have the necessary qualifications and experience to control the scrutineering at any event up to and including Regional Championship level. Promotion is subject to satisfactory and active participation in at least 6 (six) competitions under the control of a Grade "A" or "B" Scrutineer together with a favourable recommendation from the Scrutineers/Clerks of the Course under which the individual has worked.

f) **ASSISTANT SCRUTINEERS**

Assistant Scrutineers shall serve under the supervision of a graded Scrutineer until such time as they are deemed to be suitable in all respects to be recommended for promotion by the Senior Regional Scrutineer to Grade "C".

g) **DOWN GRADING**

A licence may be down-graded if the holder does not make use of it at regular intervals, or otherwise if the holder does not conduct himself and execute his duties to the complete satisfaction of MSA.

169. DUTIES OF PIT AND REPLENISHMENT OBSERVERS

Pit observers shall check the replenishment and servicing of vehicles during a competition. They shall check that the regulations and prescriptions governing replenishment and servicing are obeyed and report in writing any breaches to the Clerk of the Course.

170. DUTIES OF ROAD OBSERVERS AND FLAG MARSHALS

Road observers will occupy posts assigned to them by the Clerk of the Course. As soon as the meeting begins each road observer shall immediately report to the Clerk of the Course by the fastest means available, any incidents or accidents which occur along the section of road entrusted to their care. Flag Marshals are specifically entrusted with the display of flag signals as outlined in Appendix H. They may also be road observers. Any incident observed by either Flag Marshals or Road Observers and so reported, must be followed by a written report directed to the Clerk of the Course.

171. GRADING OF MARSHALS (for relevant categories of motorsport, notably circuit racing)

The minimum age of any marshal shall be 16 years (all marshals under the age of 18 years shall remain Junior Marshals until their 18th birthday)

a) **Grade 0 – Novice / Trainee / Junior**

This marshal must attend a basic induction course as approved by MSA. This emphasises

track discipline, track safety, personal safety, correct clothing, basic flag and fire training, etc.

If, after completion of the induction course, and he/she has attended 3 regional or national race meetings and the Post Chief and the Chief Training Officers are happy with the trainee's performance, plus the successful completion of a written exam, this marshal can be upgraded to a Grade 1 marshal. Obviously, if under the age of 18, this marshal will remain a junior until he/she has reached the age of 18 and may then be upgraded to a Grade 2 marshal.

b) Grade 1 – Course Marshal

A marshal must remain at this level for a minimum of 8 race meetings, corporate days or practices. Prior to being upgraded to Grade 2 the marshal must further his / her experience by attending at least 4 practice/corporate days and at least 1 practical fire course and flag course. It is also necessary for this marshal to assist at incidents where necessary as well as being primarily involved in cleaning the circuit of debris, oil, etc.

c) Grade 2 – Flag, Fire, Incident Marshal

After fulfilling all the requirements as specified under Grade 1 and deemed capable by the Post Chief and Training Officers he/she may be upgraded to one of the above positions.

d) Grade 3 – Flag, Fire and Incident Marshal

This position will only be attained by a Grade 2 marshal after attending a minimum of 8 races and a minimum of 4 practice/corporate days as a Grade 2 marshal as well as having successfully completed and passed a further 3 training courses. It is also necessary that the Post Chief and Training Officers consider this marshal to be responsible and competent enough to handle this position.

e) Grade 4 – Senior Flag, Fire and Incident Marshal

This position will only be obtained by the grade 3 marshal after attending a minimum of 8 races as a grade 3 marshal as well as having successfully completed and having attended a senior marshal training course approved by MSA. It is also necessary that the Post Chief and Training Officers consider this marshal to be responsible and competent enough and to have the leadership and organisational capabilities to handle this position. By now this marshal must have a good knowledge of flags, fire and incident.

f) Grade 5 – Deputy Post Chief

This marshal must have served as a grade 4 marshal for a period of at least 6 race meetings and completed and passed a Senior Training Course and Examination on all three of the above disciplines plus a Senior Radio Procedure course and found competent as a leader by the Post Chief and Training Officers.

g) Grade 6 – Post Chief

At the discretion of the Chief Marshal and Training Officers this marshal will be appointed as a Grade 6 marshal (Post Chief). It will stand to reason that he/she has adequate experience, knowledge and leadership qualities to take charge of this position as well as a working knowledge of the MSA White book.

h) Grade 7 – Deputy Chief Flag, Fire and Incident Marshal

Appointed at the discretion of the Chief Marshal and Training Officers.

i) Grade 8 – Training Officers

Appointed at the discretion of the Chief Marshal and Training Officers.

j) Grade 9 /10– Deputy Chief Marshal / Chief Marshal

This person shall, **unless MSA has granted specific permission to the contrary, have passed the MSA examination related to the General Competition Rules.** The permanent appointment of a Chief Marshal/Deputy Chief Marshal shall only be made after consultation with the Post Chiefs. Any other interim appointment shall be made in consultation with the Clerk of the Course for the event concerned, subject to the appointee being adequately qualified as specified previously. Any person appointed to the position of Deputy Chief Marshal or Chief Marshal shall generally be required to have at least 10 years marshalling experience, and to have served as a Post Chief for at least 5 years.

CIRCUIT MARSHAL POSTS

The location of marshal posts will be determined by the person conducting the Circuit Safety inspection, in conjunction with the Chief Marshal of that circuit, and these will be marked on a plan of the circuit attached to the licence as issued.

Marshal points are to be sited in such a way as to provide maximum visibility of and access to the circuit whilst still providing the marshals with adequate safety.

Marshal Numbers

All marshal posts shall be manned at all times when vehicles are on track by at least two (2) marshals when motorcycles are on track, and by at least three (3) marshals when cars are on track. It is strongly recommended that these numbers be increased wherever possible, particularly in corners where accidents are commonplace. The Clerk of the Course shall be responsible for ensuring that the minimum number of marshals are present at each post prior to allowing a practice session, qualifying session or race to commence.

Any person acting as a Post Chief on a turn shall have at least a Grade 4 licence, whilst the total number of trainees and junior marshals shall not exceed twenty percent of the total number of marshals present on a turn.

During an Official Practice or qualifying session there shall be a minimum of at least one marshal per point provided that at all times there is a 'crash crew' present on the circuit who shall be immediately available to respond in the event of an incident requiring assistance.

Equipment on Marshal Posts*Flag Points*

1. A verbal link to Race Control
2. A full set of flags as described in Appendix H
3. At least one 9kg dry powder fire extinguisher.

Marshal Points

1. Sufficient Fire Extinguishers
2. Brooms, rakes, shovels
3. Cement or other material used to clean up oil spillages, and containers to facilitate the use thereof
4. Verbal link to Race Control
5. Straps to facilitate the movement of a motorcycle (2m).

Marshals' Clothing

1. It is recommended that clothing worn by marshals should be orange (pantone 151C). When worn with any other clothing (eg. jeans, etc.) these should not conflict with any other flag used on the circuit – refer Appendix H.
2. Clothing should primarily be made of natural fibres, i.e. Cotton, and should exhibit a high degree of fire retardation.
3. Raincoats should comply with the colours stipulated in 1) above.

Spares

No marshal is allowed to remove any vehicle part from a circuit. All parts left behind after an incident or accident must be taken to Race Control where the competitor may collect it.

PART VIII

PENALTIES

GCR

172. BREACH OF RULES

Any of the following offences in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these rules.

- i) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition, and the acceptance of or offer to accept a bribe by such official or employee.
- ii) Any action having as its object the entry or participation in a competition of:
 - a) a vehicle which has not been accepted for homologation in a competition of racing requiring such a qualification, or
 - b) a person, or a vehicle otherwise than in a) above, known to be ineligible therefore, or
 - c) a person who is not the holder of a licence appropriate to the event concerned and who is not eligible without a licence by virtue of a waiver granted under GCR 126.
- iii) Any fraudulent act or proceeding in connection with a competition or motor sport generally.
- iv) Any proceeding or act prejudicial to the interests of MSA or of motor sport generally shall be deemed a breach of the regulations and disciplinary action may be taken against offenders.

By way of clarification, it is confirmed that the following shall be included in the definition of "prejudicial acts" as per the above:

- Intimidation, either on track or off track.
- Verbal and or physical abuse.
- The distribution/publication via e-mail, cell phone text message or internet website and social media of comments which may be deemed abusive and/or slanderous and/or demeaning and/or inappropriate.
- Acts (including comments and or gestures) which would reasonably be considered by the general public to be offensive or inappropriate.

It is stressed that the above list is not exhaustive, and that each case will be treated on an individual basis.

- v) Competing for, accepting or offering to accept, or advertising an award, in the nature of a title or championship, in respect of any motor sport competitions unless such award is recognised by MSA.
- vi) Misbehaviour or unfair practice.
- vii) Reckless or careless driving during the course of any competition or practice therefore.
- viii) Any use of substances in any form alien to the body, or of physiological substances taken in abnormal quantities and using abnormal methods, with the sole aim of attaining an artificial and unfair increase in performance in competition, or any use of any quantity of alcohol or cannabis (dagga) or similar substance or derivative. (Refer to MSA Anti-Doping Code).
- ix) Refusal to submit to testing for any of the above substances, as detailed in the MSA Anti-Doping Code.
- x) **Abuse of officials by competitors and/or their family members and/or members of their pit crew. Such breach of the rules may result in the competitors concerned, if found guilty following a hearing, being suspended for a period of up to six months or for up to six events (whichever is more appropriate), for a first offence.**

- xi) **Display of an old South African (orange, white and blue) flag, either on a competitor's person or on his vehicle. Offenders shall be prevented from starting the event concerned. Organisers and/or officials who display the old South African flag shall render themselves liable to disciplinary action at the discretion of MSA.**

173. PENALTIES

Any person directly or indirectly involved in motor sport committing a breach of the CSIs of the FIA, CIK or FIM, the GCR's, SSRs and Official instructions of MSA, any conditions of an Organising Permit, special track rules, SRs for the competition or official instructions to competitors, may be penalised by the Clerk of the Course, Stewards of the Meeting, a MSA Court of Appeal, MSA or the National Court of Appeal, as the case may be.

174. PENALTIES FOR INVOLVEMENT WITH AN UNSANCTIONED COMPETITION

Any MSA-aligned person or body who involves themselves in any way with an unsanctioned competition (see GCR 76 for fuller details) may have action taken against them by MSA, which action may include the forfeiture of the right to:

- i) hold a MSA competition licence, and/or
- ii) hold any official appointment in connection with the FIA, the CIK, the FIM or MSA.

175. NECESSITY FOR A HEARING PRIOR TO THE IMPOSITION OF ANY PENALTY

Except where circumstances make it impossible to do so, before imposing any penalty, the Clerk of the Course and/or Stewards of the Meeting, a MSA Court of Appeal or MSA National Court of Appeal as the case may be, **shall summon the parties concerned to appear before them (such appearance may take place in-person or via electronic means, as appropriate).** Such summons shall either be delivered personally or, in appropriate cases, by **electronic means to the relevant e-mail address or cell phone number.** Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend. The procedure at any hearing by the Stewards of the Meeting acting as a court of first instance, shall be in accordance mutatis mutandis with GCR's relating to "hearing of protests". The procedure at any hearing of any appeal by a MSA Court of Appeal, or National Court of Appeal, shall be in accordance with Part "X" of the GCR's.

In the event of a MSA Court of Appeal or the National Court of Appeal, hearing an appeal or conducting a court of enquiry concerning the imposition of civil penalties, the competitor will be deemed to have committed the offence or offences alleged by the provincial authorities or the law-enforcement officer concerned and the onus will be on the competitor to prove that he is not guilty of having committed the offence alleged.

176. PENALTIES FOR TECHNICAL INFRINGEMENTS

- i) Where a vehicle/machine is found not to comply with the applicable technical regulations and specifications the following penalties will apply:
 - a) Where, at the sole discretion of the appointed Technical Consultant (or similar technical representative or body) no advantage has been gained – the competitor shall be fined an amount not less than R750. **In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven.**
 - b) Where advantage has been gained:
 - the driver/rider concerned shall be excluded from the results of the event/race meeting concerned and may be precluded from participation in up to three further events/race meetings counting towards a similar championship or series, **details of which must be stipulated by the Clerk of the Course.**

If the championship or series concerned has less than three rounds to run, the penalty may also be applied retrospectively (i.e. exclusion from previous events) to achieve the desired number of events.

- the entrant, if other than the driver/rider, may be fined an amount of up to R50 000.
- ii) None of the above shall preclude MSA from taking further action against an offending competitor and/or entrant, should such action be deemed warranted.
- iii) MSA reserves the right to publish the details of any non-compliance with the technical regulations and resultant penalties.

177. SCALE OF PENALTIES

The following scale indicates penalties in order of increasing severity that can be adopted by all officials:

- i) Reprimand
- ii) Fine (up to the limits prescribed in Appendix R to these regulations)
- iii) Time Penalty
- iv) Exclusion

The following scale indicates penalties in order of increasing severity that can only be imposed by formal MSA Courts:

- v) Suspension and withdrawal of licence
- vi) Disqualification
- vii) In addition to any other penalty, forfeiture of championship points, which shall only be imposed by MSA or the National Court of Appeal, (except as provided for GCR 176).

One or more of the above penalties may be imposed as a result of a single finding, or an option of paying a fine introduced.

A fine may not, however, be imposed in lieu of exclusion for non-compliance with the technical regulations or specifications unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

178. SENTENCE TO A REPRIMAND OR FINE

A reprimand or fine may be imposed by the Clerk of the Course, Stewards, MSA Court of Appeal, the National Court of Appeal, FIA, CIK, FIM, provided that any fine that may be imposed shall not exceed the limits specified in Appendix R of these rules. A fine may be imposed on an official, entrant, competitor, driver, navigator, co-driver, assistant or passenger who does not comply with an instruction from a responsible official. In addition, fines may be imposed upon clubs, organisers and promoters.

179. LIABILITY TO PAY FINE

An entrant shall, if called upon to do so, be responsible for the payment of any fine imposed on his drivers, navigators, co-drivers, passengers, etc. and in such circumstances in the event of non-payment, may be suspended under GCR 184 equally and simultaneously with the person on whom the fine has been imposed.

180. TIME LIMIT FOR PAYMENT OF FINES AND SCRUTINEERS FEES

- i) **Fines and any costs ordered to be paid** shall be paid within 48 hours of being imposed (Saturdays, Sundays and Public Holidays excluded) and any delay in making payment will entail suspension of licence (in the case of competitors and officials), or suspension of rights to stage events (in the case of clubs).
- ii) Where the Clerk of the Course, Stewards, MSA Court of Appeal or National Court of Appeal are involved where Scrutineers are concerned, they shall also make an order as to the responsibility for payment of such fees which will become payable within 48 hours thereof, (and subject to suspension as mentioned above).
- iii) The lodging of a protest and/or appeal does not suspend the necessity to pay a fine **and/or a costs order** within the specified time limit.

- iv) Any fine not paid within 7 working days of being imposed, will automatically be doubled.

181. ALLOCATION OF PROCEEDS FROM FINES

The proceeds from all fines imposed shall be remitted to MSA.

182. EXCLUSION / PRECLUSION FROM PARTICIPATION

In addition to the liability for penalty referred to in GCR 173, a person, body, vehicle or motorcycle shall be liable to a sentence of exclusion/preclusion from participation:

- i) if shown to have been forbidden by the proper authority to take part in, or in connection with, any particular competition; or
- ii) for having taken part in any competition, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in any event, or in connection with the competition, or to be placed therein.

Any entry fee paid by or in respect of the person, body, vehicle or motorcycle entered for the competition to which the sentence relates, shall be forfeited to the promoters.

183. SENTENCE OF EXCLUSION/PRECLUSION

A sentence of exclusion and/or preclusion from participation may be pronounced by the Clerk of the Course, Stewards of the Meeting, MSA Court of Appeal or by a body set up by MSA or by the National Court of Appeal. It may preclude the competitor from taking part in one or several competitions at a meeting in a championship, trophy, cup or series. It may have the effect of removing a competitor from the results of one or more events. It may also have the effect, in the case of serious offences, of excluding a competitor from a championship, trophy, cup or series, in which case it will entail the loss of any points gained and the loss of all awards from the events for which the exclusion has been ordered.

Where races or heats are run at the same meeting for a particular category of sport, an exclusion applied for non-compliance with the specifications in one race or heat shall apply equally to the other race or heat in the same category, except in exceptional circumstances where it is obvious that the non-compliance was only in respect of one race or heat.

Where a competitor is precluded from participation in future events and one of these events is cancelled for whatever reason, the sentence of preclusion shall be extended to include a further event counting towards the same championship or series i.e. the cancelled event is disregarded for the purpose of the sentence of preclusion. Should an event be postponed, rather than cancelled, and the competitor's sentence of preclusion is extended to include a further event, he shall be permitted to compete in the event so postponed. Decisions in the aforementioned regard shall rest with MSA.

184. PRECLUSION FROM PARTICIPATION OR SUSPENSION OF COMPETITOR, BODY OR OFFICIAL

A sentence of suspension may only be pronounced by the Stewards, MSA Court of Appeal, MSA or National Court of Appeal. It is reserved for serious offences. It may be either National or International. While in force it will entail the loss of any right to take part in any capacity whatsoever in any competition held on the territory of the ASN or FMN where the sentence was pronounced in the case of a National suspension, or on any territory in which the authority of the FIA/CIK/FIM is recognised in the case of an international suspension. In all cases it will result in an immediate withdrawal of the competition licence from the person concerned.

A sentence of National suspension pronounced by MSA shall be limited to the territory of same. A sentence of international suspension pronounced by MSA shall immediately be notified to the FIA/CIK/FIM Secretariat, which shall immediately instruct all other ASNs or FMNs to enforce the sentence.

185. WITHDRAWAL OF LICENCE FOLLOWING SUSPENSION**i) National Suspension**

Every licence holder who is suspended nationally shall immediately hand back his licence to MSA. If the licence is an international licence from a foreign country it may be endorsed as not valid in the Republic of South Africa and returned to the licence holder. At the end of the period of national suspension, the licence will be exchanged for a clean one. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

ii) International Suspension

Every licence holder who is suspended internationally shall hand back his licence to MSA, who shall not return it to him until the term of the international suspension has expired. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

186. DISQUALIFICATION

- i) A person, body, vehicle, or make of vehicle, shall be disqualified when expressly forbidden by the proper authority to take part in or be connected with any competition whatsoever.
- ii) Disqualification shall always have international effect, and shall be notified in the same manner as a sentence of international suspension (see GCR's 184, 187, 188 and 189 for disqualification of a vehicle).
- iii) Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters.

187. SENTENCE OF DISQUALIFICATION

- i) A sentence of disqualification shall entail the permanent loss for the person or body concerned of any right to take part in any manner in any competition whatsoever.
- ii) It may only be pronounced by MSA or the National Court of Appeal and will be reserved for cases of extreme gravity.
- iii) Where the disqualification relates to a competitor, it entails the immediate return of the competition licence to MSA.

188. SUSPENSION OR DISQUALIFICATION OF A PARTICULAR VEHICLE

MSA may suspend or disqualify a particular vehicle (see GCR 184 and 187) in consequence of a breach of the code of these rules by the entrant or the driver or by the manufacturer or his accredited representative.

189. SUSPENSION OR DISQUALIFICATION OF MAKE OF VEHICLE

MSA may suspend a make of vehicle within its own territory for a breach of the code of these rules by the manufacturer of such make, or his accredited representative. If MSA wishes a suspension of make to apply internationally or if it desires to disqualify a make of vehicle, the question shall be decided by an arbitration committee of the FIA or FIM or CIK.

190. NOTIFICATION OF PENALTIES TO INTERNATIONAL SPORTING FEDERATIONS

A suspension, when applicable internationally, and a disqualification, will be communicated to those international federations designated by the FIA/FIM/CIK which have agreed to apply on a reciprocal basis, the penalties inflicted by the FIA/FIM/CIK.

191. STATEMENT OF REASONS FOR SUSPENSION OR DISQUALIFICATION

In notifying sentences of suspension or disqualification to the FIA/FIM/CIK, it shall be necessary for MSA to give its reasons for inflicting such penalty, but the reasons shall in no case be published.

192. LOSS OF AWARDS

Any competitor excluded, suspended or disqualified during or after competition will lose the right to obtain any of the awards assigned to said competition.

193. AMENDMENT TO THE CLASSIFICATION AND AWARDS

The Stewards of the Meeting shall declare any amendment to the placing and awards.

194. PUBLICATION OF PENALTIES

The FIA, the FIM, the CIK or MSA shall have the right to publish or cause to be published a notice stating that it has penalised any person, vehicle or make of vehicle. Persons referred to in such notice shall have no right to action against the FIA, the FIM, the CIK or MSA, or against any person publishing the said notice and may incur disqualification if such an action is taken.

195. REMISSION OF SENTENCE

- i) MSA shall have the right to remit the unexpired period of a sentence of suspension or to remove disqualification on such conditions (if any) which it may determine.
- ii) MSA shall also have the right, if circumstances warrant such action, to overrule or reduce penalties imposed by a Clerk of the Course or the Stewards of the Meeting, without the necessity of a hearing. In the event of a penalty being so reduced, a competitor/entrant who did not lodge a formal protest against the original penalty imposed, shall have no right of protest against the reduced penalty.

196. ORDER AS TO COSTS

When giving judgement, the Clerk of the Course, Stewards of the Meeting, MSA Court of Appeal or National Court of Appeal, shall order the imposition of such costs, including the order as to the forfeiture, in full or in part, of the appeal fee, as they deem fit. Where scrutineering costs are involved, these must be ordered also (see GCR 180).

In addition, where the judgement relates to a protest against the eligibility of a vehicle and is ill-founded, costs in this context refers to making good the expenditure incurred by an individual forced to dismantle an engine or gearbox, etc. as a result of a protest lodged by a fellow competitor.

Payment of costs ordered shall be made to MSA within 48 hours of their being imposed (Saturdays, Sundays and Public Holidays excluded) (see also GCR 180 (i) and (ii)) and any delay in payment will entail suspension.

Proceeds from costs shall be used to offset the costs arising from scrutineering, hearings, including payment of court members as per Appendix R, as well as the purchase of year-end trophies, awards and regalia.

PART IX

PROTESTS

PROTEST FEES (VAT not applicable)

The following protest fees will apply in all instances,

- | | | |
|----|---|--------|
| a) | International events /National championship events..... | R 5000 |
| b) | All other events..... | R 2000 |

NOTE: Any organiser / promoter / secretary who permits a competitor to pay for a protest via a credit / debit card at the circuit must include the relevant bank charges into the fee payable as the full protest amount is due and payable to MSA free of any charges.

GCR

197. THE RIGHT TO PROTEST

The right to protest lies solely with any entrant or official who may consider himself/herself rightfully aggrieved by any decision, act or omission of an organiser, official, competitor, driver or other person connected with any competition in which he/she is or has been taking part/officiated in.

198. LODGING A PROTEST

- i) A protest to be considered by the Stewards, must be lodged directly with the Stewards or the Clerk of the Course, his deputy or the Secretary of the Meeting.
- ii) Every protest shall be in writing, stating the name and address of the protestor, the grounds for the protest, be signed by the competitor or driver making the protest, be accompanied by the fee laid down in Appendix R, and be lodged within the appropriate time limit as specified below.
- iii) The time of receipt and acknowledgement of payment of the correct fee must be noted thereon by the person with whom it is lodged. Payment of protest fees may be in the form of cash or electronic fund transfer (EFT). In the event of a payment being dishonoured the protestor will be subject to any disciplinary action MSA may deem fit, including disqualification.
- iv) Where a protest involves a technical inspection by MSA Scrutineers, the items and/or components to be inspected shall be specifically described and listed in the protest. A copy of the protest shall be given to the Chief Scrutineer, who will agree with the Clerk of the Course and the competitors concerned when and where the necessary inspection will take place.
- v) Where the protest does not fully comply with the provisions above, the Stewards must accept it unless the provisions of GCR 203 apply. The Stewards can, however, require the protestor to re- submit the protest correctly and may impose penalties for non-compliance with the regulations in the first instance.
- vi) Where more than one vehicle is being protested, a separate protest must be lodged in each case, i.e. it is not permissible to protest more than one vehicle with a single protest.

199. DEPOSITS TO BE PAID

In appropriate instances (for example, where detailed technical examinations are required), the Stewards of the Meeting and/or MSA may, at their sole discretion, require a protestor to lodge a financial deposit with MSA to cover costs the protestor could potentially be held liable for in the event of his/her protest being unsuccessful.

200. TIME LIMITS FOR PROTESTS

- i) A protest against acceptance of an entry, instructions to competitors or the length of the course:
 - a) Race and speed events – not less than one hour before the start of practice for the event in question.
 - b) Other events – not less than one hour before the start of the event in question.
- ii) A protest against handicap, make up of a heat, or qualification for a heat or final – not less than one hour before the time laid down for the start of the event, heat or final.
- iii) A protest regarding starting position/s – within ten minutes of the notification of such positions.
- iv) A protest against a decision of a Scrutineer or Clerk of the Course, by the competitor directly concerned – within 30 minutes of that decision being notified to that competitor in writing.
 For rallies, if this notification is handed down during the running of the event, the time limit for lodging a protest shall be 30 minutes after the relevant competitor/s has/have completed the leg during which the notification was received.
- v)
 - a) A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility apparent – within 30 minutes of the vehicle being approved by the scrutineer.
 - b) A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent but only become visible at a later stage – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
 - c) If any part or parts have been changed after scrutineering and are alleged to be ineligible – within 30 minutes of the protestor or protested having finished the race or event, whichever is the later.
- vi) A protest against the eligibility of any vehicle, or part of vehicle, when the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible – within 20 minutes of the performance that give rise to the protest.
- vii) A protest against any mistake or irregularity occurring whilst the competition is taking place – within 30 minutes of the protestor finishing the event.
- viii) A protest concerning the results of a competition – within 30 minutes of the publication of provisional results or, if results are published in accordance with GCR 141 (x) (c), within 7 working days of the date of electronic publication (normally via email or publication on the MSA website).
- ix) A protest against points in a championship – **within 7 working days of the first publication of the points in dispute in an official document (e.g. interim championship point's logs, programmes, etc.).**
- x) A protest concerning driving conduct – 30 minutes after notification to competitors of the Clerk of the Course's decision on the incident concerned.

Note: The Clerk of the Course or the Stewards of the Meeting may amend the above time limits if they think that circumstances make the lodging of a protest physically impossible within the time quoted.

201. ACTION BY THE STEWARDS ON RECEIPT OF A PROTEST

- i) They shall consider all protests as urgent. They shall take steps as soon as possible to convene a hearing. **However, where a competitor has been precluded from further participation in the event / race meeting concerned and it is not possible for the protest to be heard in the available time. The penalty of preclusion shall be suspended pending the protest hearing taking place. Should the competitor subsequently loose his protest, he will be excluded from the results from the race / event that he should have been precluded from participation in.**

- ii) They shall personally or through the Clerk of the Course, notify the protestor and the party/ies protested against of the time and place of such hearing and the details of the protest.
- iii) They shall notify the Clerk of the Course that a protest has been received if such has come to them directly.
- iv) The merits of, or grounds for a protest, may not be heard before they have established that the protest is in writing, is accompanied by the correct fee and has been timeously lodged. They may not however, give a finding in this regard without first giving the protestor an opportunity to state why the protest appears to have been incorrectly lodged in terms of GCR 198 or appears to be inadmissible in terms of GCR 203. The protestor shall also be given an opportunity to call witnesses in support of his argument. The finding shall be given solely on the admissibility of hearing the protest.

A protestor dissatisfied with the findings of the Stewards of the Meeting, may appeal to a higher court. Only where a finding in favour of the protestor/appellant has been given, may the grounds of the protest be dealt with.

The Appeal Court, if finding that in the circumstances prevailing at the time, the protest was correctly lodged, shall refer the grounds of same to the Stewards of the Meeting for hearing.

202. PROTEST HEARINGS

The concerned parties shall be summoned to appear - preferably in writing where possible. The Stewards of the meeting must ensure that a summons has been personally received by all persons concerned.

Legal representation is not allowed in protest hearings, but the involved parties may be represented by fellow competitors taking part in the same event or club/association committee members provided that any such representative may not be a practicing attorney or advocate.

Where a party involved in a hearing wishes to exercise his right to representation in terms of the above, he/she shall notify the Clerk of the Course and/or the Stewards of the Meeting of his intentions in this regard. The other parties involved in the hearing shall then be afforded the opportunity to avail themselves of similar representation if they so wish.

In the absence of any of the parties or witnesses at the hearing, judgment may proceed by default. The parties may be accompanied by witnesses and during the hearing the Stewards may allow further witnesses to be called. The protestor must state the case of the protest first and the other party/ies will proceed after the protestor. The protestor and person or persons protested against shall remain in the hearing and be party to all evidence led and shall be allowed to cross-examine. Where a technical matter is concerned, the Stewards shall consider the report of the scrutineers and recommendations of the MSA Technical Consultant (where applicable), and may not ignore these.

While protest hearings are of necessity informal, it is stressed that order must be maintained. Hearsay evidence may be led and will be given due weight by the Stewards of the Meeting. The interested parties should be asked to retire from the venue of the hearing while the Stewards of the Meeting deliberate and come to a decision on the protest.

If judgement cannot be given immediately after the hearing then the parties concerned shall be advised within one hour of the end of the hearing of the time and place at which the decision will be given. In case of a split vote amongst the Stewards of the Meeting, the MSA Steward shall have the casting vote (see GCR 152 (ii)).

203. INADMISSIBLE PROTESTS

A protest shall be inadmissible if:

- i) it is against the refusal of an entry;
- ii) it is a collective protest (signed by more than one entrant or driver);
- iii) it is late, unless receipted in terms of GCR 200 (Note);
- iv) it is in bad faith, frivolous or vexatious.

204. FINDINGS OF THE STEWARDS OF THE MEETING

The Stewards of the Meeting shall render their decision to the parties concerned after the hearing. This may be conveyed orally but must be followed by a written decision within one hour and be posted on the official notice board or be included with the provisional results. The parties must be reminded of their rights of appeal in the case of events of regional championship status or higher. For events below regional championship status, the Stewards' decision on protests is final, with no right of further appeal being available.

All parties concerned shall be bound by the decision handed down, subject to the rights of appeal hereinafter provided (Refer to Part X of this Hand Book).

205. TREATMENT OF PROTEST FEE

Where a protest fails, the protest fee shall be retained and forwarded to MSA. Where a protest succeeds, the protest fee paid (less a 10% administration fee) shall be returned to the protestor.

206. FRIVOLOUS OR VEXATIOUS PROTESTS

If the Stewards of the Meeting, or any higher MSA appeal body, find a protest to have been lodged in bad faith and/or to be frivolous and/or vexatious, the protestor shall be deemed guilty of a breach of these rules. In such cases, any protest or appeal fees paid shall be forfeited and the offending party may be further penalised.

207. PROTEST AFFECTING THE PRIZE-GIVING AND AWARDS

No cash or awards may be given out until the time-limit for protests and appeals has expired and the Clerk of the Course has signed the final results.

If a protest has been lodged with the Stewards, and their decision has not yet been made, they may permit such awards and prizes as are not affected by the protest, to be awarded. In that case the list of awards and prizes must be published provisionally and bear the wording "subject to protest and appeal".

PART X

APPEALS AND ENQUIRIES

GCR**208. JURISDICTION**

- i) MSA, through its National Court of Appeal, constitutes for its own licence holders a final court of judgement empowered to settle finally any dispute or appeal which occurs in its own territory. If any dispute occurs between a member, club or body bound to MSA, and MSA itself, which has not been resolved by an MSA Court of Appeal, this must be treated as an appeal to this court, which will render the final decision.
- ii) Similarly, it constitutes for competitors licensed by a foreign club, the court at which an appeal from them must be heard. However, the decision made there in this instance may be subject to appeal (see GCR 224). In exceptional circumstances an appeal may be transmitted directly to the FIA, CIK or the FIM International Court of Appeal provided that the appellant and MSA, to which this appeal would normally be directed, and the FIA, CIK or the FIM executive committee agree to such procedure.
- iii) Subject to the provisions of this GCR no dispute may be submitted to the National Court of Appeal unless such a matter has first been considered by an MSA Court of Appeal, or unless MSA decides in its sole discretion in exceptional circumstances to refer such a dispute directly to the National Court of Appeal if it is convinced that such particular dispute is of sufficient importance and that it is in the interests of motorsport to do so.
- iv) A dispute may only be submitted to an MSA Court of Appeal against a decision of the Stewards as otherwise provided for in these rules.
- v) Courts of enquiry shall act as courts of first instance in all matters and may also consider disciplinary matters not heard during the event by the Stewards.
- vi) Appeals to be considered during the event against decisions of the Stewards on a protest are to be dealt with by MSA Courts of Appeal.
- vii) Appeals which are not considered during the event and which are against decisions of the Stewards on a protest are to be dealt with by MSA Courts of Appeal.
- viii) All hearings and appeals in terms of this Handbook are held de novo.
- ix) Notwithstanding anything to the contrary in any GCR, no appeal shall lie from a judgement or order of an MSA Court of Appeal to the National Court of Appeal (Subject to the provisions of GCR 212), except:-
 - a) where it is alleged that a gross miscarriage of justice has occurred; and/or
 - b) where it is claimed that the penalty is wholly inappropriate for the offence.

209. MSA NATIONAL COURT OF APPEAL

MSA may nominate persons for appointment to the National Court of Appeal by the MSA Board of Directors. The members of the National Court of Appeal appoint their own President. Not less than two members of the National Court of Appeal shall constitute a quorum for the purpose of hearing such an appeal. The members of this court of appeal may not preside on a case if they have been involved in any way with the competition or have participated in any way in any earlier decision or have any conflict of interest with the matter under consideration.

210. MSA COURT OF APPEAL

- i) Where an application for leave to appeal has been successful (see GCR 212), MSA may appoint a Court of Appeal to hear any resultant appeal. A quorum for any MSA Court of Appeal shall normally be three members but shall not be less than two members.

- ii) Any MSA Court of Appeal may impose a penalty notwithstanding that no penalty was imposed by any other court referred to in the GCRs.
- iii) An MSA Court of Appeal may also, in respect of MSA licence holders, act as a court of first instance and enquire into disciplinary matters not heard by the Stewards of the Meeting.
- iv) Where an appeal against the findings of a protest cannot be heard during the event in question, that appeal shall be referred to an MSA Court of Appeal.
- v) Where a disciplinary hearing cannot be heard during the event, that hearing will be dealt with by a Court of Enquiry.
- vi) Legal representation is not permitted – **see GCR 220.**
- vii) Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend.

211. COURTS OF ENQUIRY

MSA shall be entitled to convene a Court of Enquiry to investigate a breach of any of the GCR's, SSRs or SRs, whether or not such breach has been the subject of a protest and/or appeal.

- i) Such Court of Enquiry shall be entitled to impose any of the penalties referred to in the GCR's, SSRs and SRs;
- ii) In the first instance, such Court of Enquiry will be convened as an MSA Court of Appeal and any decision made by it may be considered by the National Court of Appeal, subject to leave having been granted as documented in GCR212.
- iii) Any MSA Court of Appeal or National Court of Appeal sitting as a Court of Enquiry shall not be precluded from imposing a penalty notwithstanding that no penalty was imposed by any other court referred to in the GCRs.

212. LEAVE TO APPEAL

A) Leave to Appeal to an MSA Court of Appeal

- i) For events of regional championship status and higher, parties not satisfied with the Stewards' finding on a protest may apply to MSA for leave to appeal. Such application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted. The application must be submitted to MSA by no later than close of business on the Wednesday following the event (Thursday if Wednesday is a public holiday), accompanied by a fee of **R5000**.
- ii) Where a dispute arises from results amended following a protest or as allowed for in GCR 156(x) or from the actions/decisions of an official or MSA committee/member, an application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted. The application must be submitted to MSA by no later than 7 (seven) working days following the decision or action which precipitated the dispute, and is to be accompanied by a fee of **R5000**.

MSA may, but shall not be obliged to, call for an application for leave to appeal to be supplemented, should the applicant wish to do so, in the respects deemed necessary and within a specified reasonable period not exceeding 5 (five) working days.

The CEO of MSA (or his duly designated representative), **in conjunction with the MSA Sporting Services Manager and** in consultation with any other party / parties **they** may deem appropriate, shall consider the leave application and either:

- iii) Grant the requested leave to appeal, in which case a formulated appeal (see GCR 219) must be submitted within 7 (seven) working days of the leave being granted, together with payment of the required appeal fee of **R10 000** (the leave to appeal fee paid will be credited towards the appeal fee so the actual additional amount payable will be **R5000**).

Failing submission of a formulated appeal and the requisite payment within the stipulated time frame, the right of appeal shall automatically lapse and any fees paid shall be forfeited.

- iv) Refuse the requested leave to appeal, in which case the applicant will forfeit the leave to appeal fee submitted. MSA shall not be obliged to furnish reasons for such refusal.
- v) A party aggrieved at such refusal may then apply for reconsideration within 7 (seven) working days after receiving the refusal, provided such application is properly motivated and accompanied by payment of a fee of **R10 000**.

Such application for reconsideration shall be considered by three (3) members of the MSA National Court of Appeal (NCA) on the papers only (no hearing shall take place), and their decision shall be final. They may, but shall not be obliged to, direct verbal argument to be submitted and/or for the papers to be supplemented in any respect deemed necessary. They shall not be obliged to furnish any reasons for any decision taken or directive issued. If leave to appeal is denied, the fee paid shall be forfeited. If leave to appeal is granted the leave to appeal fee paid will be credited towards the appeal fee of **R10 000**, so no additional amount is payable.

The same procedure as outlined in (i) above shall apply and the matter shall then be considered by a MSA Court of Appeal as per GCR 210.

B) Leave to Appeal to an MSA National Court of Appeal

Where a matter is considered by an MSA Court of Appeal, a party aggrieved at the outcome may apply to the NCA for leave to appeal. Such application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted, within 7 (seven) working days of the written notification of the MSA Court of Appeal's findings and be accompanied by payment of a fee of **R10 000**.

Three (3) members of the NCA shall consider an application for leave to appeal on the papers only (no hearing will take place) and their decision shall be final. Where the NCA panel rejects an application for leave to appeal, the fee paid shall be forfeited.

The NCA may, but shall not be obliged to, call for an application for leave to appeal to be supplemented, should the applicant wish to do so, in the respects deemed necessary and within a specified reasonable period not exceeding 5 (five) working days.

Where the NCA panel grants leave to appeal, the applicant shall submit a formulated appeal (see GCR 219) within 7 (seven) working days of the leave to appeal being granted, together with payment of the **appeal fee of R30 000 (the leave to appeal fee paid will be credited against this amount so the actual additional amount payable will be R20 000)**. Failing submission of a formulated appeal and payment of the required fee within the stipulated time frame, the right of appeal shall automatically lapse and any fees paid shall be forfeited.

Such formulated appeal shall be considered during a formal hearing by the NCA. No member of the NCA shall be disqualified from being involved in any appeal solely by reason of having been involved in an application for leave to appeal in the same matter. The members of the NCA may, but shall not be obliged to, direct verbal argument to be submitted on and/or for the papers to be supplemented in any respect as deemed necessary. They shall not be obliged to furnish any reasons for any decision taken or directive issued.

213. DEPOSITS TO BE PAID

Where deemed appropriate, an appellant may be required to lodge a financial deposit with MSA to cover costs he/she could potentially be held liable for in connection with his/her appeal.

214. APPEAL-RELATED TIME LIMITS**A. Appeal to MSA Court of Appeal arising from a decision of the Stewards**

Where an appeal arises from a decision of the Stewards of the Meeting, the process as per GCR 212 A must be followed.

B. Appeal to MSA Court of Appeal arising from the results of a meeting, the actions of an official or MSA committee/member, or a matter not covered by A or C of GCR 214

An application for leave to appeal shall be submitted according to the provisions of GCR 212 A within 7 (seven) working days of the publication of the amended results or action/decision giving rise to the dispute.

C. Appeal to MSA National Court of Appeal

An application for leave to appeal, and any subsequent formulated appeal, shall be submitted in accordance with the provisions of GCR 212 B.

215. RIGHTS OF APPEAL

- i) Every competitor, whatever his/her nationality, shall have the right to appeal (subject to leave to appeal having been granted) against any sentence or decision pronounced on him/her or affecting them by the Stewards of the Meeting except those decisions referred to in the present rules as being definite and final.
- ii) Any person or body subject to a decision of MSA has the right of appeal against such decision, subject to the provisions of GCR 208 (ix) (subject to leave to appeal having been granted).
- iii) Where the decision on appeal concerns a competitor, licensed by a foreign club, the appeal may be carried to the FIA, FIM or CIK as the case may be, but only by the ASN or FMN which issued the licence.

216. INADMISSIBLE APPEALS

Appeals that are inadmissible are those:

- i) against the refusal of a lower court to hear a protest not lodged in terms of the regulations, or against the decision of a Judge of Fact, or the refusal of the lower court to hear a collective protest (signed by the entrants and/or drivers of more than one entered vehicle);
- ii) against the refusal of a lower court to hear a protest against the refusal of an entry;
- iii) against the decision of MSA to withhold the declaration of a champion;
- iv) arising from disputes submitted to a higher appeal body where the appeal was not submitted to the appropriate lower appeal body for its consideration;
- v) which fail to comply with the conditions that prescribe the form, content and lodging procedures;
- vi) contrary to the provisions of GCR 208(ix);
- vii) where leave to appeal has been refused (see GCR 212).

217. APPEAL AGAINST PRECLUSION FROM PARTICIPATION DURING EVENT

Where a competitor is precluded from taking further part in an event / race meeting and loses a protest against said preclusion, he may advise the Stewards of the Meeting in writing of his intention to follow the appeal process as stipulated in GCR 212. Any such written notification to the Stewards must be accompanied by the applicable leave to appeal fee of **R5000**. Such notice to the Stewards, and payment, shall suspend the penalty of preclusion, pending the outcome of the eventual appeal application. If the competitor fails to proceed with the appeal process, the fee paid will be forfeited and he/she shall be excluded from the results of the event participated in 'under appeal'.

218. SUSPENSIVE EFFECT OF APPEALS

The introduction of an appeal by a person suspended or precluded from further participation shall suspend the sentence or penalty imposed by the body concerned. However, should the appeal not subsequently be upheld, the appellant shall automatically be excluded from the event/s participated in 'under appeal'.

Furthermore, the events participated in 'under appeal' shall not reduce the sentence/penalty originally imposed, which shall take effect from the date on which the appeal is turned down. In the case of fines and/or costs being payable, these must be paid prior to an appeal being lodged.

In the event of a vehicle not complying with the provisions of the regulations and specifications of the current MSA Handbook, the driver shall not be permitted to enter or compete in any motorsport whatsoever with the vehicle concerned in its alleged "illegal" configuration while any appeal review or otherwise is still pending and until such matter has been finally decided.

NOTE: The provisions of GCR 218 are to prevent prejudice to other competitors and to ensure expeditious finalisation of disputes which is essential to motorsport.

219. FORM OF APPEAL AND APPEAL FEES

- i) All appeals shall be in writing, specifying briefly the decision appealed against and the grounds of appeal, the relevant rule numbers, be signed by the appellant, and shall state the address to which communications shall be sent.
- ii) Payment of appeal fees may be in the form of either cash or electronic funds transfer (EFT), provided however that payment (in the case of an EFT) is honoured within 48 hours of same having been tendered, failing which the appeal will be considered null and void and the appellant will be subject to any disciplinary action which MSA may deem fit.
- iii) MSA may, at its sole discretion, waive the necessity for payment of an appeal fee, if circumstances warrant (such waiving of the appeal fee shall normally only be considered in cases where the appeal is being lodged by an official).

220. HEARINGS

All parties concerned shall be given adequate (generally a minimum of 7 working days) notice of the hearing, and they shall be entitled to call witnesses. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend. The hearing may proceed to judgment in default of appearance by any party or witness. In the case of an appeal to a MSA Court, the parties concerned shall state their cases personally. Representation by a fellow competitor in the same event or a committee member of the MSA-affiliated club/association of which the appellant is a member is allowed, but such person may not be a practicing attorney or advocate or be entitled to be admitted as either. Where the appellant is a practicing attorney or advocate, MSA reserves the right to appoint a practicing attorney or advocate as a member of the Court. Notwithstanding the foregoing legal representation is allowed in hearings conducted by the National Court of Appeal.

Where an appellant intends exercising his/her right to legal representation in a hearing of the National Court of Appeal, MSA is to be advised of this fact, and the identity of the representative, at least seven calendar days prior to the scheduled hearing. MSA shall then decide whether or not to obtain legal representation of its own and/or to allow the other parties in the hearing to obtain legal representation. Where an appellant fails to advise MSA of his/her intention to exercise his/her right to legal representation in terms of this regulation, the court shall be empowered to take appropriate action so as to prevent prejudice to MSA and/or the other parties involved in the hearing. Hearings are not public and are reserved for the parties and representatives of the promoter and organisers concerned. MSA may, however, invite parties deemed relevant to the proceedings, to the hearing, in the capacity of observers.

MSA are entitled to call upon witnesses, specialists or experts whose evidence they deem to be useful in assisting the court. The parties involved in the hearing are also entitled to call witnesses including specialists or experts, but it is their responsibility to ensure their attendance.

Where a technical matter is concerned, the court shall consider the report of the scrutineers and recommendations of the MSA Technical Consultant (where applicable). Said reports and/or recommendations shall be taken into account, and acted upon, by the court unless the court is reasonably of the view that they are simply incorrect and/or unfair and/or made with malicious intent. The merits of, or grounds for appeal, may not be heard before the court has established that the appeal has been lodged in terms of GCR 214 and GCR 219. The appellant may call witnesses in this regard. The appeal court shall then give a finding on the admissibility of hearing the appeal. An appellant dissatisfied with the finding may appeal to the higher court but shall confine the appeal to showing why the lower court erred in finding the original appeal to be inadmissible. If the higher court finds that in the circumstances prevailing at the time the appeal to the lower court/s was correctly lodged, the grounds of the appeal shall be referred to the lower appeal court involved for hearing.

221. JUDGEMENT

An MSA Court of Appeal or the National Court of Appeal may decide that the penalty or decision appealed against may be waived or, if it should so decide, the penalty may be mitigated or increased, but shall not be empowered to order any competition to be re-run.

222. FINES AND COSTS – APPEALS AND ENQUIRIES

Fines, costs and any other monies (excluding protest and appeal-related fees, which must be paid in accordance with the time limits laid down in these rules) shall be paid within 48 hours of being imposed. Any delay in making payment will entail suspension (see also GCR's 180 and 196).

223. PUBLICATION OF JUDGEMENT

The FIA, the FIM, the CIK or MSA shall have the right to publish or cause to be published a judgement, and to state the names of all parties involved. The persons or bodies referred to in such notice shall have no right of action against the FIA, the FIM, the CIK or MSA or against any persons printing or publishing the said notice and may be disqualified if such action is taken (see GCR 122).

224. JURISDICTION OF THE FIA, FIM AND CIK

A right to appeal to the FIA, CIK, or FIM, shall only arise from International events if:

- i) the appeal is brought before the FIA/FIM/CIK by an ASN or FMN on behalf of the appellant, and
- ii) the decision appealed against is a decision relating to a licence holder, a vehicle or make of vehicle belonging to the territory of an ASN or FMN other than MSA.

DETAILS OF APPEAL PROCEDURE ARE CONTAINED IN THE INTERNATIONAL SPORTING CODE OF THE FIA AND THE DISCIPLINARY AND ARBITRATION CODE OF THE FIM.

PART XI

REGULATIONS APPLICABLE TO MOTORSPORT SOUTH AFRICA SANCTIONED EVENTS

These regulations apply in their relevant sections to all competitions organised under MSA permit unless covered by SSRs for specific categories of motorsport.

GCR

225. Where there is a contradiction between the GCR's and SSRs, the latter take precedence except where the category regulations provide otherwise. This does not apply to international events, which are run under the relevant International Sporting Codes.

226. INTERPRETATION OF REGULATIONS AND SPECIFICATIONS

In interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.

The following regulations apply to the approval and organisation of championships:

- i) With the exception of any championship open to members of the organising club and identified solely by the names of the clubs, the status or title of "championship" may not be used in respect of any competition or series unless MSA shall first have approved the use of the title and regulations governing the proposed championship.
- ii) Applications for all proposals that MSA institute a **new** championship, challenge, series, cup, trophy, etc. must be fully motivated and be accompanied by full particulars of the prize money, awards and trophies to be offered, together with the proposed championship challenge, series, cup or trophy regulations in draft form, and particulars of any proposed sponsorship/s, to be submitted as follows:

In respect of regional championships, namely where the scope of the championship is confined to one of the under-mentioned areas:

Northern Regions (Gauteng, Mpumalanga, North West, **Limpopo**)

Western Cape

Kwazulu-Natal

Eastern Cape / Border

Free State / Northern Cape

In respect of applications for new national championships these shall be addressed to the Chief Executive Officer, who shall refer all such applications to the MSA Board of Directors.

- iii) The MSA regional committees will consider all applications for regional championships, and will thereafter submit them with their recommendations to the relevant MSA Commission/**Working Group**, which will be responsible for final approval.
- iv) A championship is defined as a series of events for which the final awards are dependent upon the results of more than one competition or meeting save that a single meeting consisting of heats and final/s for the championship competitions may be approved by MSA as a championship.

A series of events constituting a championship may also, with MSA permission, be referred to by another title, e.g. "Challenge", "Trophy", "Series", "Title", etc.

- v) Permits will be issued in respect of sponsored championships approved by MSA subject to payment of the prescribed permit fee (Art. 3, appendix "R") and subject to the following conditions:
 - a) That the championship shall at all times be referred to only by its correct and approved title;
 - b) That the MSA permit number is quoted in all published regulations for the championship and for the qualifying events;
 - c) That the championship regulations shall not be amended except with the prior approval of MSA.
- vi) Sponsorship arrangements for a national championship series approved by MSA shall be negotiated by or through the Chief Executive Officer, MSA who shall be responsible for establishing the amount to be paid for the championship concerned and for entering into a contract with the sponsor.
- vii) **Information regarding a sponsored series is contained in Appendix "R".**
- viii) **Responsibility of Associations**

MSA enters into contractual obligations with sponsors over the sponsorship of various championship series vested in MSA. The contracts are entered into on the premise that the event(s) entered on the calendar will be run and count towards the championship concerned. Where associations or members of an association fail to support a particular event, MSA is in breach of contract with the sponsor, while the promoter of the meeting concerned suffer prejudice. Consequently, where associations fail to provide the minimum number of starters required for an event to score in the championship concerned, MSA may, at its sole discretion:

 - a) fine the Association and/or
 - b) not declare a championship for the current year; and/or
 - c) withhold championship status in the ensuing year.

227. ELIGIBILITY OF COMPETITORS

Championships will **only** be open to competitors/drivers who are holders of the appropriate competition licence issued by MSA, **unless MSA has granted specific permission to the contrary based upon a formal request. In such instances, MSA shall be empowered to determine the specific criteria, if any, that foreign licence holders shall be required to comply with in order to be eligible to score points in the MSA championship concerned.**

In line with international sporting norms, competitors who hold FIM international or licenses of another ASN/FMN (with MSA's permission) and who are resident in South Africa or have South Africa as their parent ASN/FMN may score points in MSA's championships.

228. PARTICIPATION OF FOREIGN COMPETITORS

Foreign competitors/drivers eligible to participate in championship events but ineligible to score points will not, for the purpose of awards, feature in the championship results. Competitors/drivers eligible to score points will be scored on overall classification and in classes as though **ineligible** foreign competitors had not participated at all.

229. TIES IN CHAMPIONSHIPS, CUPS, TROPHIES OR SERIES

Unless the regulations provide otherwise, the classification in a championship or series which has resulted in a tie, will be determined by taking into account firstly the number of first placings obtained by each competitor in the tie, and progressing down the finishing positions in all of the events held as part of the championship or series until the tie is broken. If an equal result is still obtained, the competitors will be declared to be joint winners/champions.

230. MINIMUM NUMBER OF STARTERS

The minimum number of starters for a South African Championship event or race, is set out in the SSRs for each individual championship category.

To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (refer GCR 266).

231. AMENDMENTS TO CALENDAR

Motorsport SA shall be entitled, in its sole discretion, from time to time to alter or amend the calendar of championship events, as published.

232. APPROVED POINTS SCALE

The only points scale to be used in a series or championship is the following, unless the regulations for a particular championship or series provide otherwise:

1st place	:	9 points	4th place	:	3 points
2nd place	:	6 points	5th place	:	2 points
3rd place	:	4 points	6th place	:	1 point

At a meeting each race shall be scored separately.

233. MAXIMUM NUMBER OF EVENTS RETAINED FOR THE FINAL CLASSIFICATIONS

Unless the category/series regulations state otherwise, the following number of events will be retained:

For 6 events actually held:	the total less 1
For 7 to 9 events actually held:	the total less 2
For 10 to 12 events actually held:	the total less 3
For more than 12 events actually held:	the total less 4

An event is deemed to have been held if results are issued.

Events not participated in or completed will be counted as events the competitor is entitled to drop for the purpose of scoring towards a championship event or series. **Events and/or heats and/or races which are cancelled, will automatically count as dropped scores for championship purposes.**

234. i) SCORING AFTER EXCLUSION FROM RESULTS

Where a championship series allows one or more events to be dropped from a series for the purpose of scoring competitors/drivers, an event in which a competitor is excluded from the results because of non-compliance with the sporting and/or technical regulations, may not be dropped by that competitor/driver when assessing the results of the championship.

ii) NUMBER OF EVENTS TO CONSTITUTE A CHAMPIONSHIP

For a series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored.

iii) CHAMPIONSHIP SCORING

MSA shall undertake the official scoring for all the regional and national championships it sanctions. Updated championship scoring shall be published on the MSA website as soon as possible after the latest event. Championship scoring shall be subject to protest as provided for in GCR 200 (ix). In addition, MSA shall have the right to correct obvious errors in the published championship scoring, and re-publish the corrected scoring on the MSA website.

235. DECLARATION OF CHAMPIONS

MSA at its sole discretion is responsible for declaring the winner of a championship. It shall be entitled to withhold such declaration in exceptional circumstances.

236. DISPLAY OF CHAMPIONSHIP WINNING VEHICLES

In all championship categories for cars, karts and motorcycles, the entrants shall ensure that the championship-winning vehicles, karts and/or motorcycles are made available to MSA for display purposes for a period of 10 working days should this be required.

The exact dates for which the vehicle will be required will be made known by mid-October at the latest.

237. TELEVISION AND NAMING RIGHTS – ALL MEETINGS

Refer to GCR 83.

MSA, at its sole discretion, may require a promoter/organiser to alter the format of a meeting or length of a race programme to accommodate the requirements of television, if the required alterations concerned assure television coverage of the competition.

238. CHANGE OF DRIVER AND CHANGE OF VEHICLE

- i) A change of driver, except for a record attempt, may be authorised by the Stewards subsequent to publication of the programme, provided the SRs allow for the change.
- ii) Change of vehicle – see GCR 259.

239. SAFETY APPAREL AND EQUIPMENT

INDIVIDUAL COMPETITORS ARE RESPONSIBLE FOR ENSURING THEIR OWN SAFETY DURING COMPETITION.

The following guidelines are provided to assist competitors in this regard:

Crash helmets

- i) Helmets must fit properly, be secured and be suitable for the purpose intended.
- ii) Helmets are deliberately constructed so as to absorb the energy of an impact. It therefore stands to reason that if, following such impact, the helmet is damaged (even if such damage is not readily apparent) it must be replaced.
- iii) Painting or use of solvents on helmets can damage them, and is therefore potentially dangerous. Helmets should be cleaned with a weak solution of soap and water only.
- iv) Helmets should be as closely fitting as possible, consistent with comfort. No sideways movement should be possible, nor should the helmet be able to be pulled off the head in a forward direction, with the strap secured.
- v) Helmets should be stored, preferably in a helmet bag, in a cool, dry place away from sunlight, when not in use.
- vi) Visors must provide clear vision.

Where there is doubt about a helmet's fitness for its intended purpose, the chief scrutineer shall be empowered to impound it for the duration of the event. Once the event has finished, the helmet shall be returned at the competitor's request. Helmets not claimed within 7 (seven) working days of the event in question, will be destroyed.

Clothing

- i) Where fire-resistant clothing (overall, gloves, shoes, socks, balaclava and underwear) is not specified as mandatory in individual category regulations, the wearing of such clothing is highly recommended for four-wheeled competitions.
- ii) Such fire-resistant clothing must be in good condition and should be FIA-approved or locally produced by a recognised manufacturer from flame-retardant material. The clothing item must be clearly labelled to indicate whether it is FIA-approved or locally produced from flame retardant material. In instances where the racing overall being worn is not FIA-approved, underwear that is FIA-approved should be worn underneath it.

To assist competitors, the below serves to expand on this regulation:

A. RACE SUITS

Race suits which carry a valid FIA approval (clearly indicated on the collar) and which appear on the official "technical list" of the FIA will be deemed to be similarly approved by MSA.



All local race suit manufacturers are required by MSA to include a permanent identification label on the outside of the back collar, to indicate compliance with the following recognised fire retardant fabrics and specifications:

- MSA recognised fire retardant fabrics for use in race suit manufacture:-
Nomex, Diamond, Pyrovatex, Aflammit, Proban, Kermal, Ter, Carmyth Karvin, Delta C, HocoTex Aramid and PBI
*** *Manufacturers may apply for recognition by MSA of additional fabrics as required* ***

In addition to the fabric itself MSA highly recommends that Nomex sewing thread or a similar flame retardant thread be used in the manufacture of the garment for all stitching and box quilting.

- MSA recognised fire retardant race suit specifications:-
 - LEVEL 1: One (1) piece race suit with one (1) layer of approved fire retardant fabric

Fire Retardant
LEVEL 1
Year of manufacture
2014

- LEVEL 2: One (1) piece race suit with two (2) layers of approved fire retardant fabric

Fire Retardant
LEVEL 2
Year of manufacture
2014

- LEVEL 3: One (1) piece race suit with two (2) layers of approved fire retardant fabric of which at least one (1) layer is Nomex or a similar fabric approved by the FIA

Fire Retardant
LEVEL 3
Year of manufacture
2014

B. KART SUITS

Kart suits which carry a valid CIK-FIA homologation (clearly indicated on the collar) will be deemed to be similarly approved by MSA for karting use only.

NOTE – this is not an FIA approval and is exclusively applicable to karting without any implied or approved fire retardant properties



All local **kart suit** manufacturers are required by MSA to include a permanent identification label on the outside of the back collar, to indicate compliance with the following approved fabrics:

- Cordura outer with an inner layer for comfort and moisture absorption (cotton or similar)
- Nylon outer with an inner layer for comfort and moisture absorption (cotton or similar)

LEVEL K: One (1) piece kart suit with two (2) fabric layers of which the outer must comprise an approved fabric as listed above

Karting Use Only
Highly Flammable
LEVEL K
 Year of manufacture
 2014

NB: *RACE SUITS DESIGNED FOR KARTING (WHETHER LOCALLY PRODUCED OR IMPORTED) ARE NOT SUITABLE FOR USE IN CATEGORIES OF THE SPORT WHERE THE USE OF FIRE RETARDANT GARMENTS IS REQUIRED.*

- iii) The clothing requirements for motorcycle circuit racing are detailed under SSR7.
- iv) The clothing requirements for other categories of the sport (e.g. karting, motocross, etc.) are detailed under the individual category regulations.

C. ROLLOVER STRUCTURES

1. The primary aim of the Rollover Structure, when correctly designed and installed, is to reduce the risk of injury to the occupant/s.
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
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:
 - 3.1 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;
 - 3.2 Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;
 - 3.3 In combination with the vehicle structure shall not leave unprotected any part of the driver's shoulder profile when viewed from the front or rear of the vehicle;
 - 3.4 Be adequately braced longitudinally and laterally.
4. Dispensation
 - 4.1 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

4.2 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-engined Historic Single Seaters – in both cases 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.

5. Homologation by MSA

The design and construction of individual rollover structures may be submitted to MSA for approval, provided that the construction is certified by a Professional Engineering Practitioner, registered with the Engineering Council of South Africa, to withstand the vertical and lateral loads mentioned in paragraph 2 above and as tabulated below:

1.5W * Lateral

5.5W* Fore and Aft

7.5W* Vertical

(W* = Mass of Vehicle + 150kgs)

D. Safety Harnesses/Belts

- i) Unless specific exemption has been granted by MSA, the use of internationally-approved safety harnesses/belts is mandatory for all forms of four-wheeled competitions (excluding karting).
- ii) The FIA, in its Appendix J, specifies the manner in which safety harnesses/belts should be installed so as not to compromise their effectiveness. Copies of these specifications are available from MSA on request.

In those series where a safety harness with minimum 75mm shoulder straps is specified in the regulations, the use of a "Hans Specific" harness with hybrid 50/75mm shoulder straps is permitted. This approval is however subject to the harness being used at all times together with an FIA approved FHR (frontal head restraint) such as the Hans Device or Simpson Hybrid.



In the event that the required frontal head restraint is not present for whatever reason, the use of a Hans specific harness with hybrid 50/75mm shoulder straps will not be permitted.

- iii) Any safety harness/belt which is damaged in any way, or which no longer functions perfectly, must be replaced.
- iv) Safety harnesses/belts may continue to be used for up to five (5) years beyond their normal expiry date, subject to the following:
 - Competitors are best positioned to know the history regarding their safety equipment, and the onus must therefore logically rest with each individual competitor to decide whether or not to continue using his/her safety harness beyond the normal expiry date.
 - Technical officials retain the right to reject any safety harness obviously damaged/defective, regardless of whether such harness is within, or outside, its expiry date.
 - Where it is impossible to determine the expiry date of a safety harness (such as in instances where the label is missing or damaged) such harness shall automatically be rejected.
 - The above 5 (five) year extension is in no way intended to compromise safety, but simply empowers competitors to, after consideration of all relevant factors, make a conscious decision that their safety harnesses are still in a serviceable condition beyond their normal expiry date and therefore to continue using them in competition. Competitors are accordingly reminded to, at all times, act responsibly in the interests of their own safety.

IT MUST BE BORNE IN MIND, THAT THE ABOVEMENTIONED GUIDELINES MUST AT ALL TIMES BE READ IN CONJUNCTION WITH THE REGULATIONS AND SPECIFICATIONS APPLICABLE TO THE INDIVIDUAL CATEGORIES OF MOTORSPORT.

240. FUEL

- i) Unless specifically stated to the contrary in the regulations for a particular category of motorsport, or unless standard petrol or diesel fuel freely available to the South African public from a dispensing pump at a commercial filling station is being used, only racing fuel complying with the following specifications will be permitted to be used. **The use of methanol is prohibited unless MSA has granted specific approval to the contrary in exceptional circumstances.**

PROPERTIES	UNITS	TEST METHOD	MINIMUM	MAXIMUM
RON		D2699	98	100
MON		D2700	86	88
Oxygen	%m/m	D4815		3.6
Nitrogen	%m/m	D5453		0.2
Benzene	%m/m	D5443		5
RVP	kPa	D5191	45	75
Lead Content	gPb/l	D3348		0.013
Density @ 15 C	Kg/m3	D4052	710	785
Induction Period	Minutes	D525	360	
Existent Gum	Mg/100ml	D381		5
Sulphur	%m/m	D5453		0.05
Copper Corrosion	Rating	D130		1
50% Evap	C	D86	77	115
90% Evap	C	D86		185
FBP	C	D86		215
Residue	%v/v	D86		2
Conductivity 20 C	pS/m	D2624	200	

Note: Where the relevant individual category regulations so allow, competitors may increase the octane of the fuel used via the use of commercially available lead-free octane boosters. In such instances, the maximum RON of the treated fuel used may not exceed 102.6 and the lead content may not exceed 0.013 gPb/l.

- ii) The fuel will be accepted or rejected according to ASTM D3244 with a confidence level of 95%.
- iii) The fuel must contain no substance capable of exothermic reaction in the absence of external oxygen.
- iv) Only ambient air may be mixed with the fuel as oxidant.
- v) MSA or the promoters/organisers may select certain competitors from whose vehicles fuel samples may be taken. The right is reserved to take a random sample from the fuel supplier to cross-reference with the sample taken from a competitor's vehicle.
- vi) For all national championship and regional championship car racing categories, a quantity of five litres of fuel must be able to be drained from any car at the end of the race, for analysis purposes. Any competitor found not to comply in this regard shall automatically be excluded from the race concerned.
- vii) MSA reserves the right to introduce an unbranded control fuel.
- viii) For races run under the International Sporting Code of the FIA, CIK or FIM, unless regulations for particular categories state to the contrary, the fuel shall meet the relevant FIA, CIK or FIM specific regulations.

- ix) MSA, through the race officials, reserves the right to police compliance with the fuel regulations by requiring a competitor to drain his/her fuel tank and refill it with fuel from a known source.

GUIDELINES IN RESPECT OF FUEL SAMPLING/ANALYSIS FOR SOUTH AFRICAN MOTORSPORT

1. Fuel sampling and subsequent analysis may only be done:
 - a) as the result of a protest (either the protester or the competitor protested, if found illegal, will be responsible for the cost of analysis), or
 - b) on the instruction of MSA, or
 - c) at the discretion of the organiser, with the prior written approval of MSA.
2. Car racing categories are required to contain at least 5 litres at the end of a given qualifying session or race, to be used as a sample if required.
3. Suitable, clean containers are to be used for fuel samples. Suitable containers are available on request, from MSA Head Office.
4. In order to reduce the cost of analysis, comparison testing may be done (rather than detailed analysis). In this case, the onus rests on the affected competitor to supply detailed information concerning the fuel used (make, octane, where bought, etc.), two stroke oil and ratio mixed (where applicable). Refusal to submit the required information or supplying information that will not allow an accurate comparison test to be done will result in immediate exclusion and/or further disciplinary measures being taken against the offender.
5. Fuel samples are to be taken under the supervision of the chief scrutineer and/or technical consultant responsible for a particular branch of the sport, and in the presence of the affected competitor/entrant.
6. Once filled, each container is to be sealed effectively and the attached label completed and signed by both the competitor/entrant and chief scrutineer/technical consultant.
7. The chief scrutineer/technical consultant responsible for conducting the fuel sampling is to complete a schedule detailing the date of the event, category raced, name/s of competitors and competition numbers of those competitors whose fuel has been sampled. This schedule is to be submitted to the Clerk of the Course for onward transmission to MSA Head Office as soon as possible.
8. All containers bearing fuel are then to be returned to MSA Head Office as soon as possible. They can either be delivered personally by a representative of the organiser or sent back to Johannesburg via courier.
9. Fuel samples may not be supplied to any party other than those stipulated in this procedure (MSA, the relevant laboratory and affected competitor/entrant) as information concerning the formulation of fuels is proprietary property.
10. On receipt of samples, MSA will submit them to the relevant laboratory for analysis.
11. Once results of analysis have been obtained from the relevant laboratory, MSA will forward same (stating only whether fuel was "legal" or "illegal") to the Clerk of the Course of the race meeting at which the samples were taken. He/she must then notify the competitor/s from whom samples were taken, and the protester (if applicable) of the analysis results and action taken, if any.
12. MSA will furthermore supply a copy of the analysis results to the promoters/organisers of the next round of the relevant series/championship, for display on the official notice board at the event.
13. MSA reserves the right to reject fuel samples not taken in accordance with the above-mentioned procedure.

PENALTIES FOR CONTRAVENTION OF THE FUEL REGULATIONS

Any competitor/entrant found to be in contravention of the above-mentioned regulations may be:

- a) penalised in terms of GCR 176; and
- b) fined an amount of up to R50,000.00; and
- c) held liable for all costs incurred in connection with the fuel testing/analysis.

241. REPLENISHMENT OF LUBRICANT

Not permitted during a race or heat run on tarred circuits, except in Endurance races.

242. INDEMNITIES

All entrants, drivers, navigators and passengers must furnish evidence that they have signed an MSA indemnity form for the current year. Production of a valid competition licence will be deemed to constitute sufficient evidence in this regard.

In the case of minors, a parent or court-appointed legal guardian must complete the indemnity form on behalf of the minor.

243. PUBLIC ROADS

Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act **Article 317 of the Road traffic act 93/1996**.

Furthermore, if and when competition vehicles are required to either travel on, traverse or cross any public road, such public road must be decontrolled and all relevant provisions of the National Road Traffic Act must be complied with fully. Organisers and promoters will ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads.

The penalty applicable to any promoter, organiser, club, official or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R50,000-00 and/or any other sanction deemed necessary by MSA.

244. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF COMPETITION

A meeting or a competition forming part of a meeting shall not be postponed, abandoned, or cancelled unless:

- i) provision for doing so is made in the SRs; or
- ii) the Stewards of the Meeting have taken action in accordance with GCR 152, or
- iii) MSA has agreed to postponement, abandonment or cancellation.

In the event of a cancellation or postponement for more than 24 hours, entry fees shall be returned.

245. SILENCING OF VEHICLES

It is the responsibility of each organiser/owner/user of the venue involved in a circuit racing event to stipulate noise level control requirements for their venue that will not contravene legislation requirements as adopted by their local authorities. The organisers of off road and rally events must clearly state vehicle noise level control for their events which are commensurate with safety and environmental requirements prevailing for the event in question.

Each individual organiser must publish their requirements in supplementary regulations as a condition of entry for the meeting. Vehicles tested must comply with the requirements stipulated or face exclusion – A fine is not an acceptable penalty.

Silencing: All competing vehicles are subject to MANDATORY SILENCING, unless a specific waiver for the class or formula is granted. Where specified as mandatory, a silencer must be used, irrespective of the exhaust sound generated without it. Silencing will be subject to the MSA Environmental Code contained in Appendix 1 - Sound Test Requirements of this Handbook

NOISE METER STANDARDS (minimum requirements)

Type 1 or 2 instrument

Weighting 'A'

International Standard IEC 651

Time constants Fast/Slow

British Standards BS 5969

Maximum 'Hold' recommended

Range 70 – 120 dB (A)

NOTE: The foregoing requirements relate to noise control for all events run under Motorsport SA permit other than certain international events which stipulate different requirements and methods of testing.

For additional guidance on the testing of vehicles refer to SABS Codes of Practice SABS – 0181 – 1981 and SABS – 097 – 1975.

246. ADVERTISING

Advertising in compliance with prevailing government legislation is permitted on vehicles except as in GCR's 247, 248 and 250 below.

However, no advertising other than that approved by MSA is allowed on the windows of saloon or sports cars, including clubman's and historic cars having windows and/or windscreens, except on a strip on the upper part of the windscreen and a strip on the rear window.

Neither of these strips shall obstruct the driver's vision.

Where applicable, sponsor's advertising details are contained in the regulations for each category of motor sport.

Any advertising or other information (which includes, inter alia, the names of sponsors), may be displayed upon an automobile or motorcycle competing in a competition or official practice, always provided that:

- i) the whole of the display shall be in good taste; and
- ii) the display, or any portion thereof, shall not interfere with or impair the legibility of the competition numbers or of any other official identification mark/s which may be required under the regulations for the event;
- iii) Where MSA or an authorised agent enters into an agreement with a sponsor, body, company, club, association and/or individual for the sponsorship of a series, a single event and/or events, the sponsor, body, company, club, association and/or individual shall supply advertising material to be displayed on competing vehicles and/or machines. It shall be a condition of entry that such advertising shall be displayed on the competing vehicle and/or machine. The competition numbers allocated to vehicles and/or machines may be legibly incorporated in the advertising material, which shall be affixed to the vehicles as directed. Alternatively, such material may be displayed separate, as agreed between the sponsor, body, company, club, association and/or individual and MSA.

In the case of advertising incorporated with competition numbers, such advertising is deemed to form part of the number and must be displayed as such and may not be defaced or removed. The numbers are to be affixed to both front doors in the case of saloon cars or the number panels or plates in the case of single seaters, sports cars and motorcycles. The front door number panels and number plates must remain completely free of sign-writing and advertising other than that of the sponsors, unless MSA has agreed to modify the foregoing requirements.

In the case of advertising to be displayed separate from the competition numbers, MSA will issue a directive as to how this advertising will be displayed, bearing in mind possible space restraints. In the case of an event forming part of a championship series which is not sponsored, or in the case of sponsored events not counting towards a national or regional championship, the organiser may supply competition numbers incorporating advertising material which is deemed to form part of the numbers, and which must be displayed as such and not defaced or removed.

The numbers shall comply with the dimensions laid down by MSA for the various categories of motorsport competitions, and shall be black on a white background unless specifically stated otherwise.

Competitors who do not comply with the above provisions will not be permitted to compete by the organisers. Any organiser allowing a competitor to compete who does not comply with the above provisions, may be fined an amount of up to R5000 and the competitor concerned may not be scored in the results.

247. ADVERTISING CONFLICTS

- i) Where MSA requires that a sponsor's decals be displayed on competing vehicles (see GCR 246 (iii) above), no competitor may display conflicting advertising, except with the permission of MSA. Such permission shall only be granted in justifiable instances and MSA furthermore reserves the right to impose a limit on the size of conflicting advertising decals.
- ii) Where an organiser imposes advertising requirements on an entrant, as approved by MSA, such advertising must be stipulated in the supplementary regulations and therefore becomes a condition of entry. It may be stated that the advertising may be omitted by the payment of a monetary penalty and, if so, this penalty shall be no more than twice the entry fee. Where the entrant feels that the advertising imposed is in conflict with other legal contractual commitments, he may, at the time of lodging his entry, appeal to MSA whose decision will be final.

248. ADVERTISING OF RESULTS – MISLEADING ADVERTISING

- i) Any entrant, competitor or firm advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc., of the vehicle and the position or the result obtained. Any such advertisement is subject to prior approval by MSA.
- ii) The advertising must include a statement saying "Subject to official confirmation by Motorsport SA". Failure to comply with the foregoing or any omission or addition calculated to mislead or to raise doubts in the minds of the public shall render the person or body by whose authority or on whose behalf the advertisement is published or issued, liable to the penalties provided by these rules, and may entail the infliction of a penalty on the person responsible for drawing up the advertisement, by the matter being referred to the Advertising Standards Authority.

249. COMPETITION NUMBERS

All competition numbers shall be black on a white rectangular background unless otherwise stated in the regulations for specific categories of motor sport.

- i) The digits shall be of the classic type as shown below:
1 2 3 4 5 6 7 8 9 0
- ii) The minimum size of the digits shall be as stated in the SSRs or the regulations for each category. iii) On light coloured vehicles a black band 4cm wide must be placed around the outside of the rectangle.
- iv) Numbers must be displayed on the nose of the vehicle, except in rallies, legible from the front, and on both sides of the vehicle.
- v) In international events and certain SA events where required in the regulations, the name(s) of the driver(s) and the national flag(s) of their country must be displayed on both front wings and rear side windows of cars other than single-seater cars. The minimum height of letters and flags must be 4cm, unless the SRs or regulations for a particular championship stipulate a larger size.

250. TRADE RESTRICTIVE CLAUSES

Except with the written authority of MSA, which will only be granted in respect of competitions of a specialised nature, no **supplementary regulation** shall be valid if it restricts competitors to the use of any specified equipment, fuel, oil, tyres, etc. Promoters may offer bonuses or special awards to competitors who use stipulated products or equipment, but they may not place any restrictions upon the use by a competitor of any equipment, fuel, oil, tyres, etc., of his own choice.

251. SERVICE PERSONNEL AND PIT CREW MEMBERS

All persons who have been granted access to the pits and/or paddock area and, in rallies, all service personnel, must at all times obey the instructions of an authorised official of the meeting taking any dispute with such official to the Clerk of the Course.

252. PARC FERMÉ

This is the place where the competitor is obliged to bring his vehicle(s) as foreseen in the regulations.

- i) Drivers and riders on entering this impound area shall park as directed and immediately leave their vehicles. Neither drivers nor riders or any person other than on instructions from a scrutineer or authorised official controlling the parc fermé, shall be permitted to move, touch or examine a vehicle impounded in this area until the vehicle has been released on instructions by the Clerk of the Course.
The right of admission to the area shall be reserved, and no consumption of alcohol will be allowed therein.
- ii) Unless permission is granted otherwise by the Technical Consultant, Chief Scrutineer or other authorised official, no more than 2 persons per vehicle will be allowed in the parc fermé area, or other designated area, during the post-race examination of cars and motorcycles. Failure to comply with the above requirements may result in exclusion by the Clerk of the Course.
- iii) The parc fermé is compulsory in those competitions in which scrutineering takes place after the event.
- iv) The parc fermé shall be of adequate dimensions and properly closed off, to ensure that no unauthorised persons may gain access while vehicles are in the enclosure. It shall be adequately lit and have a firm dust-free surface. For circuit events, at least 100 square metres of the parc fermé should be under cover.
- v) The regulations of the competition shall specify the place where parc(s) fermé will be set up. It must be in close proximity to the start-finish line. The area between the finish line and the parc fermé entrance shall be placed under the parc fermé regulations.
- vi) **All measurements taken are to be listed and signed for by the entrant/competitor (or his designated representative present for a technical inspection) and the responsible technical official/s.** Should it be necessary to remove any vehicles from the parc fermé for examination at another time and place, all components/assemblies that are to be examined must be adequately sealed by the responsible technical official/s in the presence of the entrant/competitor.
- vii) Before the examination takes place, the component/assemblies are to be unsealed in the presence of the entrant/competitor, or his/her properly appointed representative. The requirements of any such alternative venue regarding security, surface access by individuals and control thereof, shall be identical to those applying to a parc fermé.

253. PRE-EVENT SCRUTINY

All vehicles must be scrutineered (by race officials and/or competitors themselves in categories where self-scrutineering applies) prior to taking part in any timed practice (qualifying session) or **race/event**. Such scrutineering will, at the minimum, examine all vehicles for safety. It will be mandatory for all competing vehicles to undergo such examinations. In addition, the safety equipment of the competitors must be available for examination on demand. Pre-event

scrutineering checks will generally be of a visual nature only.

254. SCRUTINY AND ELIGIBILITY

All competing and reserve vehicles must be visually examined in the pits, paddock or prescribed scrutineering area prior to the event for safety and general compliance with the group, category or class entered. Detailed internal examinations may only be carried out after the event unless the nature of the event or the regulations for the event allow otherwise. Such may occur as a result of a protest or be scheduled in the regulations. In any event, the Clerk of the Course, the Stewards of the Meeting and/or MSA management, have the power to order the examination of any vehicle at their discretion.

Vehicles awaiting scrutiny after the end of the competition should be kept in "Parc Ferme" conditions until such examinations are completed. The time and venue of the scrutineering will be mentioned in the regulations. Any request for an extension of this time must be made in writing to the Clerk of the Course who shall convey same to the Stewards of the Meeting for a decision. Their decision, in this case, is final.

If during a post-event strip or scrutiny it is found that a component or measurement, etc., is not in accordance with the regulations or specifications governing the category of sport concerned, notwithstanding that the components or measurements are not the subject of the original protest or appeal, or the reason for the scrutiny, the incidental findings during examination shall be reported and acted upon as though they gave rise to the reason for the scrutiny in the first instance.

- i) Vehicles shall satisfy the MSA regulations covering the competition and there shall be no additional eligibility requirements unless such requirements are stated in the SRs.
The action of an entrant in presenting a vehicle for official scrutiny shall be deemed to be a declaration of its compliance with the regulations and an acceptance of the consequences of such a declaration not being valid.
- ii) Any component found not to comply with the technical regulations and specifications must be impounded by the relevant officials and will not be returned to the competitor concerned until any protest and subsequent appeals have been finally decided.
- iii) It is a condition of entering a vehicle for a competition that the entrant/driver/rider shall indemnify the scrutineers or other technical officials against any claim for damage to, or loss of, a vehicle or component thereof providing that reasonable care is exercised by the scrutineers whilst the vehicle/component is in their possession.
- iv) In the event of components being supplied on loan to the scrutineers by manufacturers, distributors or agents for comparison and checking purposes, the same conditions of indemnity shall apply.

255. DANGEROUS CONSTRUCTION AND CONDITION

The Clerk of the Course may exclude any vehicle, the construction of which he or the scrutineers deem to be dangerous, or which has suffered damage during a competition making further participation dangerous.

256. CONSTRUCTION AND EQUIPMENT

Vehicles taking part in a competition shall comply (as to construction, roadworthiness and equipment) with any SRs in regard to such matters and, in the absence of such SRs, with MSA vehicle regulations. In the case of a minor non-compliance with the regulations as to construction or equipment, the Clerk of the Course may, as an alternative to exclusion, impose such other penalty as he may think fit (GCR 177) and permit the vehicle to compete.

257. PROTECTION AGAINST FIRE

In all automobiles taking part in competitions, there must be some form of protection between the engine and the driver's compartment, and the driver's compartment and the fuel tank, suitable and sufficient in the case of fire for preventing the passage of flame. Any vehicle competing in a competition shall be fitted with a **dry powder** fire-extinguisher (**minimum capacity of 1.5kg unless a higher capacity is stipulated in the relevant category/event regulations**) in a place accessible to the driver, when strapped in, and officials. The fire-extinguisher shall be in good working order, and evidence must be furnished to prove that the extinguisher was purchased new or serviced within the six months prior. The aforementioned servicing requirement does not apply to Fire Stryker extinguishers, which are also acceptable **as an additional safety measure**. Extinguishers containing carbon tetrachloride are prohibited.

258. RE-CLASSIFICATION OF A VEHICLE

During initial scrutineering, should a vehicle prove not to be in conformity with the technical regulations governing the event or class in which it is entered, the scrutineers may suggest to the Clerk of the Course that it be re-classified. However, such a change may only be made if:

- i) the irregularity did not occur as a result of an attempt to gain an advantage;
- ii) the proposed change will give no advantage to the entrant or driver.
- iii) that the proposed change is into a higher capacity class or group and does not prevent a regularly entered competitor from starting.

Any such change proposed by the Clerk of the Course shall be posted on the Official Notice Board within 30 minutes of the end of scrutineering and is subject to protest.

259. CHANGE OF VEHICLE

A change of vehicle after the closing date of entries may be authorised by the Stewards of the Meeting (see also GCR 238).

260. PRACTICE/QUALIFYING

An officially recognised practice or qualifying session is part of the competition and subject to all the regulations relating to that competition.

261. START

The start is the moment that the starting signal is given. When the event is time based, this must commence either when the signal to start is given (standing start) or when the first car crosses the start line (rolling start). In certain speed events the timing may be automatically started. Any driver who has received the starting signal or has triggered the timing device is considered as having started and has no right to restart, except in the case of "force majeure" to be decided by the Stewards of the Meeting.

262. STARTING SIGNAL

Events may be started by either lights or MSA flag. Any other method must be approved by MSA. The starting flag may be replaced by red lights visible from any point on the starting grid. Illumination of the red lights corresponds in meaning to the raising of a starting flag, extinguishing of the red lights corresponding to the dropping of the flag and the start of the event. In any international speed event with a line-up start, the starter shall be the Clerk of the Course.

263. TYPES OF STARTS

There are two types of starts:

- i) standing starts, or
- ii) rolling starts.

264. STANDING STARTS

See SSR 38.

265. ROLLING STARTS

See SSR 39.

266. HEATS/RACES

A competition may be started in heats, the composition of which must be determined by the promoter and published in the SRs or laid down in the SSRs. The composition of heat may be modified or heats consolidated, but only by the Stewards of the Meeting. **Where the composition of heats or races calls for a specified minimum number of starters, this number may apply to any one heat or race in order for the race/s to score championship points.**

267. STARTER'S ORDERS

Except as otherwise prescribed in the SSRs, competitors and vehicles ready for the start are under the orders of the starter from the moment when the two minute board is shown until the starting signal is given.

268. NON-STARTER

Any driver not coming under the starter's orders shall be deemed to be a non-starter of the race, unless starting from the pits as permitted in the SSRs.

269. FALSE START

See SSR 38 & SSR 39.

270. STARTING JUDGES

One or several judges may be appointed by the organising committee of a race to supervise the start. Starting judges shall immediately point out to the Clerk of the Course any false/jumped starts which may have occurred.

271. STARTING FROM THE PITS

- i) In all races on closed circuits, the pit exit shall be closed when the 2-minute starting signal is given. The pit exit may only be re-opened when the starting signal has been given and the field has passed the pit exit, except as permitted in SSR 39.
- ii) Where the pit exit is controlled by red/green lights these should be supplemented after the start by flashing yellow lights during the race. It shall be an offence to ignore a red light.

272. DETERMINATION OF THE FINISH OF AN EVENT

- i) The finish signal will determine the conclusion of a competition. If, in circuit races, the signal is shown early, the classification will be calculated from the moment the signal is given. If the finishing signal is shown after the prescribed number of laps or the maximum time or distance of the event, the classification will be calculated from the moment the event should have finished.
- ii) Once the signal for the conclusion of the event has been given, all competitors must cease competition and obey the instruction of the officials who will direct them as to the next action to be taken.
- iii) If any vehicle takes more than twice the time of the winner's fastest lap to complete its last lap, then this last lap will not be taken into consideration when calculating the distance covered or the number of laps completed.
- iv) The finish line must be marked on the track. Unless the regulations provided otherwise, it will not extend beyond the actual track edges and thus will not include the pit lane.
- v) The timing of a vehicle crossing the finish line shall be taken at the moment when the centre of the front wheel/s pass/es over that line, or where an automatic timing apparatus is in use, at the moment when it is operated.

273. STOPPING OR DELETING PART OF EVENT/RACE MEETING

- i) If the Clerk of the Course decides to stop a rally or speed event, the classification will occur from the last part of the event in which all current competitors had an equal chance to compete unless the regulations provide otherwise. This will also apply to any part of an event that is deleted from the classification.
- ii) **If any part of a race meeting has to be deleted due to reasons of force majeure, the decision as to how the scoring of the event will take place, will rest with the following bodies;**
Club/Regional events – Stewards of the Meeting
Regional Championship events – relevant MSA Regional Committee
National Championship events – relevant MSA Sporting Commission

274. CLASSIFICATION

- i) The vehicles shall be classified with the one place first which has covered the required distance in the shortest time or completed the longest distance in the allowed time, with all penalties taken into account.
- ii) Unless the regulations provide otherwise, the sole method used for the absolute overall classification will be as follows:
 To be classified as a finisher, a motor vehicle/motorcycle must have completed not less than two-thirds of the distance of the race under its own power. For lap events, the two-thirds shall be calculated by rounding off to the nearest lap.
- iii) When a race is run in more than one part, the winner is the driver and/or vehicle who/which:
 - a) completes the total prescribed distance in the least total time, or
 - b) completes the greatest total distance in the prescribed total time. In the case of a tie the classification achieved in the various facets will be considered to determine the overall classification.

275. DEAD HEATS

For any overall or class classification, dead heats will result in points gained or awards to be shared equally. Thus if third and fourth places cannot be separated, their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

276. RESULTS

The results of a competition shall be "provisional" until every competitor has had an opportunity of protesting in accordance with the GCR's and any protest or subsequent appeal has been decided upon. **Once provisional results have been announced, they may only be amended following a protest or as allowed for in GCR 156 (x).** No further protests against the amended results will be allowed. The amended results shall, however, be subject to appeal, but the appeal court in hearing the appeal, will only deal with grounds of appeal relating to why the Stewards erred in the first instance by amending the results. The appeal court shall not deal with any grounds of an appeal that could and should have been the subject of a protest when the results were first announced.

277. PUBLICATION OF RESULTS

See GCR 141 (x) a) and c).

278. ALTERATION OF PROVISIONAL RESULTS

Any alterations to provisional results shall be formally notified to all competitors, normally electronically.

Where a competitor is excluded from the results of an event, all other competitors who finished the event behind him/her move up in the results, as though the excluded competitor had never taken part in the event.

279. PROTESTS AGAINST PROVISIONAL RESULTS (Refer GCR 200)

If no valid protest is received after the publication of the provisional results for a competition, and after any amendments thereto, the results shall become final subject to the power held by MSA in terms of GCR 154. When results are republished the time limit for protest will be 7 (seven) working days from date of re-publication of the results. Where the results of a competition are amended by an MSA Court of Appeal/Enquiry, such amended results shall not be subject to protest. An aggrieved party's only recourse shall be via an appeal to the MSA National Court of Appeal in accordance with GCR 212.

280. PAYMENT OF STARTING AND PRIZE MONEY AND PRESENTATION OF AWARDS

- i) The promoters shall distribute all starting and prize money within 14 working days after the results of a competition have been finalised, or within such further period as MSA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation.
- ii) Where the SRs include prize giving in the programme of an event and circumstances arise which would cause unreasonable delay in announcing the results after the event, the Stewards may postpone such announcement to a later date having advised all competitors present accordingly.
- iii) Where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from the function. Non-attendance by competitors at prize-giving may be reported to MSA, which reserves the right to impose fines on competitors for non- attendance.

281. AWARDS

- i) All awards shall be given to the first nominated driver unless the entrant has specifically stated otherwise.
- ii) No competitor shall be a member of more than one team competing for the same award unless the SRs specify otherwise.
- iii) No competitor shall compete for an award, which is dependent upon club membership, as a member of more than one club. Where eligibility depends upon club membership, it shall be determined by means of the club membership claimed on the entry form.
- iv) Only competitors classified as finishers shall be eligible for an award or for classification in the results of a competition, unless the SRs specify otherwise.
- v) The distribution of prizes shall not commence until at least half an hour has elapsed after the publication of the results of a competition.
- vi) Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the Stewards, be withheld until the protest has been ruled upon and either the result of any possible appeal arising out of such ruling is known, or the time has expired for giving notice of an appeal. The list of awards insofar as it related to such a prize must be declared to be provisional.
- vii) If, after the distribution of prizes, a decision is made pursuant to these rules which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefor, shall return such prize to the promoters on demand.
- viii) However, when such a protest may affect only part of the list of awards, such part as is not affected by the protest may be published finally and the corresponding prizes distributed.

282. CONTROL OF ALCOHOL CONSUMPTION AND TESTING

The following people are empowered to order the breathalysing of any entered competitor or serving official during the course of a motorsport event:

- Clerk of the Course; and/or
- Stewards of the Meeting; and/or
- Chief Medical Officer (CMO)/Chief Medical Coordinator (CMC).

Only the CMO/CMC, or another suitable member of the medical crew that he/she may delegate this authority to, is empowered to administer breathalyser tests at motorsport events.

Where a breathalyser test delivers a positive result (i.e. there is any trace of alcohol in the person's system), a second test shall immediately be undergone, using a fresh device. Should the second test also deliver a positive result, the offender (whether a competitor or (refer GCR 113 xiv) or an official) shall be prevented from taking any further part in the event, with no right of protest. Should the second test deliver a negative result (to contradict the initial positive result), a third test shall immediately be administered, again utilising a fresh device. Two out of the three results obtained will determine whether the competitor/competitor's associate/official is to be allowed to take any further part in the event, or not.

283. CONTROL OF DEMONSTRATIONS & PARADES

It is forbidden to run races under the guise of 'demonstrations' or 'parades'. Provision for such 'demonstrations' or 'parades' must be included in the SR's based upon which MSA issues an organising permit and they may only be conducted strictly in accordance with the conditions laid down by MSA. Generally, a 'parade' or 'demonstration' will only be permitted to form part of a MSA-sanctioned event if:

- It is conducted at slow speed;
- It is not timed;
- It does not have a mass start (i.e. participants must be set off individually);
- It only includes participants utilising vehicles they would normally be eligible to race in terms of their age.

Any 'parade' or 'demonstration' conducted without MSA's prior approval, or not in accordance with the conditions specified by MSA, shall be considered an unsanctioned event – see GCR 76 – and shall not be covered by any of MSA's insurance policies.

284. SAFETY AT SPORTS AND RECREATIONAL EVENTS ACT, 2010 (Act No. 2 of 2010)

Compliance by event organisers/promoters with the provisions of the abovementioned legislation is mandatory for all events held under an MSA organising permit, or for which MSA has granted a waiver of permit.

PART XII – STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO RACE MEETINGS FOR CARS AND MOTORCYCLES

SSR

1. ELIGIBILITY OF COMPETITORS (Refer GCR's 227 AND 228)

Drivers/riders must comply with the following requirements:

- i) Unless stated to the contrary in the specific regulations for junior categories, competitors must generally not be less than 16 years of age. However, MSA reserves the right, at its sole discretion, to issue licences to competitors who will turn 15 years old during the year in question and who are able to prove participation to an acceptable standard in one or more suitable junior categories of motorsport for an extended period of not less than one year, preferably two. Competitors who qualify in terms of the aforementioned will be permitted to obtain licences from 01 January (for those whose 15th birthday falls before 30 June) or 01 July (for those whose 15th birthday falls between 01 July and 31 December).
- ii) Must hold a current competition licence valid for the category of racing concerned - see individual regulations for further details. Competitors participating in national categories must hold national or international competition licences issued by MSA. For national challenge and national championship single seater/sports car categories, applicants must satisfy MSA as to their previous racing experience. Licences will not be issued to first time competitors without the prior written approval of the association concerned, which shall have satisfied itself as to the competence of the applicant. First time competitors shall also be required to undertake, and pass, a written exam to demonstrate that they have a basic understanding of the motorsport regulations, including flag signals. For national championship saloon car categories, competitors must also satisfy MSA as to their previous racing experience. The minimum experience required in this regard shall normally be successful participation in at least four regional saloon car racing events.
- iii) The onus is on the individual to furnish proof of participation and experience. MSA, at its sole discretion, reserves the right to:
 - a) Issue a licence to an applicant who may not have the stipulated minimum qualifications but who can satisfy MSA as to his ability and/or experience, full particulars of which MUST be submitted in writing in support of his application.
 - b) Withhold a licence notwithstanding the fact that the applicant has the necessary qualifications in accordance with the details required and furnished.
- iv) In the case of International events, competitors must have had such previous experience as to satisfy MSA as to their competence, and therefore their eligibility to obtain the required licence.

2. ELIGIBILITY OF VEHICLES (See GCR's 245, 247, 249, 253, 254, 259)

A. CARS

- i) Cars must comply with the regulations and specifications applicable to the event. The SR's and/or championship regulations shall furnish particulars of eligibility requirements.
- ii) All cars must be fitted with a safety belt or harness. The belt or harness must be properly secured to the floor, chassis or bodywork, as the case may be, to the satisfaction of the scrutineers and must be worn by the driver whenever the car is in motion during practice and racing. Inertia-reel type seat belts are not permitted for racing.
- ii) Any car competing in a race shall be fitted with a **dry powder** fire extinguisher in a place

accessible to the driver when strapped in, and officials.

- iii) Unless the regulations for a particular form of racing specify a larger capacity, the fire extinguisher shall have a minimum capacity of **1.5 kg.** and proof shall be furnished of purchase or service within the previous six months.

Equivalent *Fire Stryker* extinguishers are also permitted **as an additional safety measure** and the servicing requirements do not apply in this instance. Extinguishers containing carbon tetrachloride are prohibited.

- iv) Where the fuel tank/s is located within the body compartment of a saloon car, a fire-wall must be constructed to separate the competitor from the fuel tank, and to prevent the passage of flame into the space occupied by the driver.
- v) Batteries located within the body compartment must be securely fixed and covered to prevent the spillage of acid.
- vi) No plastic fuel, oil or cooling water pipes are permitted within the body compartment.
- vii) **CIRCUIT BREAKER MASTER SWITCH**

- a) **Single Seaters:**

The driver, when seated normally with safety belts fastened and steering wheel in place, must be able to cut off all electrical circuits to the ignition, all pumps (fuel and oil) and the rear light by means of a battery master cut-off switch with removable handle. This switch must be located on the inside of the driver's compartment, directly above the driver's right shoulder, mounted forward on the inside of the roll over bar and must be clearly marked by a symbol showing a red spark on a white or red edged blue triangle.

- b) **Saloon Cars:**

A circuit breaker must be fitted into one of the main battery cables, capable of being operated from both the inside and the outside of the car. Its position should be clearly marked on the outside of the body by a red spark on a white edged blue triangle having a base of at least 12 cm.

- viii) **CENTRAL LOCKING/STEERING LOCKS**

Central locking systems and steering locks must be removed/rendered inoperable.

B. MOTORCYCLES

Motorcycles must comply with the regulations and specifications applicable to the event. The SR's and/or championship regulations shall furnish particulars of eligibility requirements. In all instances where the use of tyre warmers is permitted, the onus rests on each competitor to provide his/her own power source for such tyre warmers.

In the case of both cars and motorcycles, the use of glycol-based coolant additives is prohibited.

3. ENTRIES (See GCR 258 and 259)

No vehicle may be entered in more than one class in any particular event.

4. COMPETITION NUMBERS (See GCR 246 and GCR 249)

CARS

- i) Cars will be identified by means of a number, which shall always be black on a white background, except in those categories where the regulations stipulate other colours to designate different classes. The class letter shall also be displayed in a similar manner.
- ii) Numbers shall be displayed in a durable and legible manner to show forward and on each side of the car in digits of not less than 5 centimetres stroke width and between 27 and 30 centimetres in height. On single seaters the side numbers must be placed on the upper section of the bodywork or on the rear wing end plates, if fitted. In addition, saloon cars are required to display their competition number on the top left hand corner of the windscreen (digits 150mm x 74mm). Numbers are available from MSA.
 - All numbers shall be in position when the car is presented for scrutiny and will be subject to approval by the scrutineers. Modifications may be required as a result of observations made by the timekeepers/lap scorers.

- iv) For numbers on "practise" cars - see SSR 24 (i).

MOTORCYCLES

Unless otherwise stated in individual category/class regulations:

- i) One number must be displayed on the front of the motorcycle, facing forward. The number must be of black non-reflective material and mounted on a white background. Each digit must be at least 150mm high, 74mm wide and of a minimum stroke width of 32mm. The number may be displayed directly on the fairing or if one is not fitted on a suitable plate. Additional numbers must also be displayed on each side of the motorcycle, facing outwards.
- ii) Numbers are, at all times, subject to approval by the scrutineers and must be clearly visible to the timekeepers/lap scorers. Modifications may be required if deemed necessary by these officials.
- iii) Numbers must be displayed at all times that a motorcycle is on the circuit. Any other number plates or markings which may cause confusion in respect of the official number must be removed before the motorcycle will be permitted onto the circuit.

5. VEHICLE SCRUTINY (See GCR's 245 – 247, 249, 253 – 257)

All entered vehicles, including reserve entries, shall be visually examined in the paddock or designated scrutineering area by licensed scrutineers at a time to be stated in the SR's or final instructions.

- 6. Competitors must report for scrutiny with their vehicles clean and complete in all respects at the time specified in the SR's.
- 7. At scrutiny the following must be produced for inspection, in addition to log books:

CARS

- i) Approved fire retardant clothing (including recognised racing shoes/boots), **fire extinguisher as per SSR 2 A iii**), crash helmet (with goggles or visor in the case of open cars) and gloves.

MOTORCYCLES

- i) Full face helmets of approved type (i.e. with 'Double D' fastener), in sound condition and fitting securely. They must be properly fastened and worn by all riders during practice and racing. If goggles and/or spectacles are worn with the above, they shall be of 'non-splinter' material.
- ii) Protective clothing as detailed below, in good condition and free from tears, holes or other defects affecting its safety effectiveness, must be worn during practice and racing:
 - a) Leather one-piece racing suit;
 - b) Boots affording adequate protection to feet and ankles;
 - c) Leather gloves.

Note: No clothing external to the above may be worn unless authorised by the Stewards of the Meeting.

ENDURANCE RACES:

All pit crew personnel must wear adequate protective clothing, preferably fire-proof overalls. Proper earthing systems are essential to reduce the fire risk during refuelling. Pit crew are all to be capable of operating fire extinguishers. All of the aforementioned requirements are to be policed by the scrutineers.

- 8. Any competitor failing to report for scrutiny as instructed, shall be guilty of a breach of these rules and may be fined or excluded or may forfeit any claim to a favourable starting position.
- 9. No vehicle may be driven in the race or in official timed practice until it has been approved by an MSA scrutineer of the meeting, and it bears official evidence of this. A competitor may submit more than one vehicle for scrutiny, subject to the aforementioned.

10. At the pre-race scrutiny, vehicles will be visually examined to ensure that:
 - i) They are in a safe condition to participate in the event;
 - ii) Windscreens of toughened glass will not be permitted (cars only);
 - iii) Towing eyes must be fitted to afford rapid removal of cars from the circuit in the event of an accident or breakdown (cars only);
 - iv) Glass headlights and sidelights must be taped or covered with a contoured plastic cover. Where events extend into the night, the taping should be of such a nature that it can be readily removed to afford lighting after dark;
 - v) Championship sponsors' advertising is in place as required by the relevant race regulations;
 - vi) Any other requirements as laid down by the specific championship regulations in regard to signage, such as drivers' names are in place;
 - vii) They appear to conform to the regulations (See SSR 12).
 - viii) In the case of motorcycle, that disc brake calliper bolts and pad retaining pins are lock-wired in place, or otherwise secured to the satisfaction of the scrutineers.
11. The use of re-treaded and/or remoulded tyres is not permitted in circuit racing unless specific permission for their use is granted by MSA.
12. It is the sole responsibility of the entrant to ensure that the vehicle complies with the particulars on the entry form and with the regulations governing the race. It is further the responsibility of the entrant to query, before the race, any matter of eligibility concerning which he may have doubts. Refer GCR 254. Should it become evident whilst the vehicle is being examined by a Scrutineer that it does not comply with the entry form, regulations or specifications, this should be brought to the notice of the competitor concerned and the Clerk of the Course shall decide whether the vehicle may compete in that form or if it must be made to comply. Failure to comply with the details on the entry form and with the regulations governing the race will result in a penalty being imposed.
13. After the race, those vehicles stipulated in the SR's (and any other at the discretion of the organisers/promoters or MSA), shall be placed in possession of the organisers/promoters and shall be examined by the relevant technical officials to determine if they comply with the entry form and the regulations governing the race. Any vehicle failing to comply in any of these respects may be excluded (refer GCR 176). If the Clerk of the Course is of the opinion that the vehicle has been tampered with, he may impose a penalty against the competitor concerned. Refusal to submit the vehicle for scrutiny as directed shall result in automatic exclusion and further disciplinary action. Post-race scrutiny may take place either at the circuit or at another venue as arranged with the Clerk of the Course. When vehicles are to be examined away from the circuit, they will be adequately sealed by the scrutineers before the vehicles leave the parc fermé or post-race scrutiny paddock. (See GCR 252 for regulations applying to the parc fermé and post-race examinations).

CARS

To enable the engine/gearbox units to be sealed, competitors must ensure that drilled lugs or brackets are welded to the body/chassis in the engine compartment in such positions that the engine/gearbox unit may be secured to them by means of sealing wire used by the scrutineers. In the normal way, sealing wire will be passed around the engine/gearbox unit in at least two places remote from each other and then through the lugs/brackets before the seals are applied. Therefore, normally two lugs will be required on each side of the engine compartment at approximately one-quarter and three-quarters of the length of the engine/gearbox unit. Where a chassis cross-member or other convenient integral part of the body/chassis is adjacent to these positions and the sealing wire can be secured around it, a lug may be omitted. The advice of technical officials is freely available to suggest suitable positioning of the lugs.

MOTORCYCLES

If the motorcycle is fitted with an aluminium cylinder head/barrel, it is the responsibility of the competitor to provide a steel adapter plate to enable a magnetic dial gauge to be mounted for the technical officials to take any necessary measurements.

14. Any vehicle involved in a collision or accident, either during the race or practice, may be halted by the Clerk of the Course for examination by the Scrutineers and if, in the opinion of the Chief Scrutineer or his appointed Deputy, the vehicle is not in a fit condition to continue, it shall either be repaired to the satisfaction of the Chief Scrutineer or his appointed Deputy, or removed from the course.
15. Any vehicle involved in an accident, which is unable to proceed, shall not be touched by any person other than officials without the specific approval of the Clerk of the Course.
16. No vehicle involved in an accident may be taken away from the circuit without prior authority of the Clerk of the Course.
17. Any vehicle which appears dangerous or which is being driven dangerously, notwithstanding that it has been passed by the Scrutineers, may be halted by the Clerk of the Course, whether during practice or during a race.
18. If, after it has been approved by the Scrutineers of the meeting, any vehicle is dismantled or modified in a manner which may affect its suitability or safety, or it is involved in any incident likely to have a similar effect, it shall be submitted for scrutiny again.
19. MSA may require the organisers at any race meeting to perform such checks in regard to eligibility as it may stipulate.

20. PRACTICE/QUALIFICATION

The SR's or official instructions will furnish particulars of practice periods and may require competitors to complete a specified number of practice laps in order to qualify for the event. It is a condition of running a National Championship race meeting that the circuit must be available on the day immediately preceding an event (normally a Friday) for the practice of competitors at no additional cost to the competitors other than their normal entry fees for the race. Promoters and/or circuit owners are required to have control and emergency facilities available at these sessions. No competitor or team entered for a National Championship race meeting shall be permitted access to the relevant circuit two days prior to the event entered (normally a Thursday), unless MSA has granted its prior approval and all other teams/competitors have an equal opportunity of access to the circuit.

21. Each driver/rider shall have the opportunity, within the practice period allocated to him, to complete at least ten laps, or half an hour practising, whichever is the lesser, for championship categories.
22. Any driver/rider who, within the preceding two years, has not raced on the course (or since any major reconstruction of the course within the previous two years) may be required to complete at least three practice laps in/on the vehicle to be raced during which he shall satisfy the Clerk of the Course as to his competence provided that a "practice" vehicle of the same type may be used for this purpose.
23. If acceptance of entry is conditional upon performance in practice, then particulars shall be furnished in the SR's.
24. The Clerk of the Course may at his discretion, permit a vehicle approved by the Chief Scrutineer as safe and mechanically sound, but deemed to be temporarily ineligible for other reasons, to take

part in practice, provided that:

- i) During all practice sessions the vehicle displays the letter "T" with its other identification marks and with equal prominence;
- ii) Any practice times established by such vehicle may not count for a starting position.
- iii) Notwithstanding the foregoing, a competitor may have one spare vehicle identical in all respects excepting for gearbox and final drive ratios and carrying the same competition number. Both vehicles must be scrutineered in accordance with the sporting regulations. The competitor may drive/ride one or both vehicles during official qualifying practice. He is free to elect to drive either vehicle in the race, whether he has practised it or not. However, should it transpire, as a result of examination by a Scrutineer or Technical Consultant, that the vehicles are not identical (excepting gear ratios and normal tuning adjustments) the competitor will be penalised accordingly.

Where two races are run for a series at the same meeting, if a driver/rider wishes to compete in the second race using a different vehicle to that used in the first race, he will be obliged to start the second race from the back of the grid.

25. PRE-RACE PADDOCK (WHERE APPLICABLE)

The SR's or official instructions will state when competing vehicles will be brought into the pre-race paddock and the Clerk of the Course shall have the right to refuse admission to the starting grid of any vehicle which is not within this area by the stated time. Whilst in the pre-race paddock, both vehicle and competitors' clothing will be checked by the scrutineers for compliance with the regulations.

26. STARTING POSITIONS

The SR's shall state the manner in which starting positions will be determined. This will be by:

- i) practice time; or ii) handicap; or
- iii) finishing order in a preceding race or heat; or
- iv) selection made with the object of placing the fastest competitor in front; or v) by lot; or
- vi) the position of each competitor in the championship based on the total points scored in all previous events counting towards the particular current class championship concerned. Notwithstanding clauses ii), iii), v) and vi) above which do not require timed practice periods to decide starting positions, competitors must adhere to the times laid down for pre-race scrutiny by the promoters/organisers in the supplementary regulations and final instructions.

Handicaps

In the case of handicaps (see ii above) the following shall apply, unless otherwise specified in the SR's:

- i) Any handicap shall be based upon performance in practice, or otherwise at the discretion of the Clerk of the Course.
- ii) A handicap may be modified after initial publication but a final list shall be made available to competitors at least one hour prior to the start of the race.
- iii) In the case of handicapping between events, where due notice of the handicap itself cannot be given, notice will be given of the formula upon which handicaps will be modified.
- iv) Handicaps shall be notified in the manner specified in SSR 32 in regard to starting positions and any protest against handicaps shall be made within ten minutes of such notification.
- v) When the handicap is wholly or partly based upon practice time, a competitor who, in any lap, improves upon his best practice lap time by more than 5% may be excluded, except that his penalty will not be applied if there are extenuating circumstances made known to the handicapper by the entrant or the competitor before the handicaps are finalised, or the weather conditions or the conditions of the circuit during the race are different to those which applied during official practice.

27. In the case of starting positions determined by practice times, the competitor and vehicle combination with the fastest time will be given the leading position at the start, other combinations following in order of their practice times.

The relative positions of vehicles that record identical practice times will be decided in favour of the vehicle which first recorded such time. To be eligible to come under starter's orders, competitors must be within 110% (or such lower percentage as may be specified in the relevant category regulations or event supplementary regulations) of the pole position time established for the race or class concerned. The Clerk of the Course shall nevertheless, at his sole discretion, have the right to place at the back of the grid or class concerned, as the case may be, any vehicle/competitor combination for which a practice time has either not been recorded at all, or for which an unrepresentative time has been recorded. In the event of there being more than one such case, the order between them shall be at the sole discretion of the Clerk of the Course.

28. When starting positions are determined by practice times, only those times established by a competitor in/on the vehicle he is driving/riding in the race will be counted unless a competitor is using a vehicle as detailed in SSR 24 (iii).

29. Starting positions for the second race/heat shall be determined according to each competitor's second fastest lap time during the official qualifying session, unless otherwise stated in the event SR's or individual category regulations. Failure to set a second fastest lap time shall render the competitor concerned liable to start the race/heat in question from a position at the back of the grid or such other position as determined by the Clerk of the Course, in consultation with the relevant category's official representative/s. Any competitor not finishing the first race/heat shall be deemed a non-starter in the second race/heat unless the Clerk of the Course has been informed, in writing, within one hour of completion of the first race/heat that the competitor will be in a position to start the second race/heat.

Note: In all cases where grid positions are determined in accordance with the above, Races 1 and 2 for a given category shall be considered as totally separate races as far as the imposition of penalties is concerned. Therefore, penalties applied in Race 1 shall not be carried over to Race 2, except where a competitor has been excluded from the entire race meeting.

30. In the event of a race organiser receiving more entries for a race not run in classes than the maximum number of starters permitted by the circuit licence, a number of qualifying races will be held. The manner in which the practice and the races will be conducted is set out as follows:

i) **Practice**

Once entries have closed the organisers will decide from the number received and the number of starters for which the circuit is licenced, how many qualifying races will be held. They will then draw lots for the grouping of competitors for official timed practice. Competitors may practice only in the group to which they are allocated and no group may exceed the licensed maximum number for the circuit concerned. They must ensure that each group has the same number of participants. The normal practice procedure will apply to each group for the determining of starting positions.

ii) **Qualifying for the Final**

The number of starters for which a circuit is licensed will be divided by the number of qualifying races held and that number of successful drivers from each qualifying race will go forward to the final. In the event of there still being a starting position or standing positions available, the highest finisher/s in the consolation race will be allocated these position/s.

Should there be insufficient non-qualifiers to warrant a consolation race the remaining starting position/s in the final will go to the competitor/s with the next quickest time/s in the qualifying races.

iii) **Final**

Starting positions will be determined in the following manner: The winning competitor from the fastest qualifying race will be allocated pole position. The winner of the next fastest qualifying race will have second position. This procedure will be followed until all qualifying race winners have been allocated starting positions.

The following position will be allocated to the driver finishing second in the fastest qualifying race regardless of his race time, the next position will be the driver finishing second in the next fastest qualifying race, and so on until all available starting positions are filled.

Championship points will be allocated to the final only and shall be double points (see SSR 82 (iv)).

iv) **Consolation Race**

If there are sufficient non-qualifiers, the organisers should arrange a consolation race. Should there be starting positions in the final that could be filled from this race it must obviously take place prior to the final. No championship points will be allocated to this race.

31. In the case of starting positions determined by selection, the positions allocated shall be notified at least half an hour before the start.
32. In all other cases, starting positions shall also be notified at least half an hour before the start, except where the starting positions of an event are affected by the finishing order of a previous event making it physically impossible to comply with this rule. In such cases the starting positions shall be notified to competitors as soon as possible.
33. Display of the starting positions at the Control Tower shall be deemed to be notification to all competitors.
34. Any protest regarding the starting positions shall be lodged within ten minutes of the notification of such positions (see GCR 200 iii).
35. Each vehicle will be allocated its position on the starting grid, determined in accordance with the foregoing. The places of any non-starters shall be left empty, the other competitors retaining their published positions on the grid.

36. **STARTING PROCEDURE (See GCR's 261-269)**
CARS

Races may be started either by means of:

- i) a standing start; or
- ii) a rolling start.

Unless the regulations for a particular category of racing stipulate a rolling start, a standing start will be used, except in cases where MSA have authorised in writing an alternative method of starting, details of which must be given in the SR's.

The grid for all National Championship or similar races shall be of a staggered 2/2/2 pattern. The location of pole position shall be decided by MSA.

Each car will be permitted a grid width of 2,5m and the lanes shall be separated by between 2 and 3 metres depending on the width of the starting area. Grid positions must be symmetrically placed about the centre line of the start area. Grid position 1 shall be situated close to the start line, but not more than 1m behind the line.

The distance between grid positions in the same lane shall be between 10m and 12m depending on the space available for the starting grid. Grid position 2 shall be placed at least 3m behind grid position 1, but the stagger shall not exceed half the distance between positions 1 and 3. This stagger shall remain constant for the entire grid.

The number of starters for a circuit may be increased over the licensed number by 20% at the discretion of the Stewards of the Meeting in circumstances they consider appropriate.

Notwithstanding the permitted number of starters, the starting grid may not extend beyond the starting straight.

For a national championship single seater scratch race, any driver or car not complying with any of the rules and regulations governing national championship races or race meetings, but still eligible to compete will, for safety reasons and at the discretion of the Clerk of the Course, be placed ten metres behind the rear line of the normal starting grid and will not start when the normal starting signal is given. Such drivers will be given a starting signal 10 seconds later. This delayed start cannot be applied retrospectively. For the purpose of calculating lap or race times, the normal starting signal will be used. If more than one driver is subject to this rule then their starting positions shall be determined by the Clerk of the Course.

MOTORCYCLES

There may be three types of start:

- i) massed start; or
- ii) start by groups; or
- iii) individual starts.

Races may be started either by means of:

- i) a standing start, with engines running (clutch start); or
- ii) a start with dead engines (push start).

Unless the regulations for a particular category of racing stipulate a push start, a standing start will be used.

The location of pole position shall be decided by MSA. The starting grid shall be formed in the following way:

- grid positions are to be indicated by means of white box measuring 30cm square (3 per row).
- the minimum width available, per motorcycle, shall be 3m.
- the length of track available for each row must be 9m.
- motorcycles must be positioned "in echelon" on the grid in staggered rows, leaving the space in front of each machine free in the preceding row.

37. CONTROL OF PIT ROAD (See GCR 251)

No vehicles are to be in front of the pits other than those participating in a particular race or practice session. The vehicles concerned may only be in front of the pits for the purpose of tuning and adjustment. Once a vehicle has been withdrawn from a race, it must be removed immediately.

When the race starts, the pit road must be clear of all vehicles except for those that have suffered technical problems and are starting from the pit road (SSR's 38 and 39), or those that were unable to start on the dummy grid or starting grid and have therefore been pushed to the pits. No race may be started if any other vehicle is stationary in front of the pits. No persons other than essential race officials are permitted in the pit signalling area during the start of a race and until two laps have been completed. MSA may amend this regulation if they are of the opinion that the safety features of a particular circuit warrant a change. Not more than 3 persons per vehicle participating in a particular race are permitted in the signalling area, and in the case of a race they may only enter the signalling area after the completion of two laps. Children are not permitted in the signalling area or in any other position in front of the pits.

Should a driver's pit crew fail to comply with this regulation or refuse to obey an official instruction in this regard, that driver may be black- flagged and/or fined and/or excluded. No person may smoke in the pit complex, on the pit road or on the grid.

38. STANDING START

A. Five Minute Board:

- i) Not later than 5 minutes before the due expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green.

This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one warm-up lap and assemble in the predetermined order on the dummy grid or, in the absence of same, the main grid. Places of non-starters will be left unallocated.

- ii) Once a vehicle is in position the engine must be switched off. This rule may be waived by the Clerk of the Course if circumstances warrant such action.
- iii) A board reading "Pit lane closed" or the robot at the pit exit shall be turned to red when the first competitor takes up his position in his grid position ready for the start. "

B. Two Minute Board:

- i) Everyone except drivers/riders, officials and team members, who will assist in starting, will leave the grid.
- ii) Vehicles come under starter's orders.

C. One Minute Board:

- i) Engines will be started and the competitors take up their grid positions (if previously formed up on the dummy grid).
- ii) The driver/rider of a vehicle that will not start must raise his hand as a warning to other competitors.
No pit crew may attempt to push the vehicle.
- iii) Any vehicle arriving at the grid after the One Minute Board has been displayed will take up position at the back of the grid.

D. 30 Second Board:

CARS

- i) A green flag will be shown at the front of the grid, whereupon the cars will commence a warm-up lap, maintaining their starting order with the pole position driver leading. Competitors must retain their starting positions. Circuits are at liberty to dispense with this extra warm-up lap, provided the following conditions are adhered to:
 - The relevant event supplementary regulations/final instructions clearly state this fact, to prevent any confusion on the part of the competitors.
 - The event supplementary regulations/final instructions must state the procedure to be followed at the end of the first warm-up lap done as the cars leave the pits. Circuits without proper dummy grids are to bear in mind that starting a temporary dummy grid on the main grid may lead to problems in the event of a car stalling.
 - Competitors are reminded of the starting procedure/s to be followed, at Driver's Briefing before the event.
- ii) Any driver who is unable to start must raise his arm. After all the cars have started their warm-up lap, the grid marshals may push the car on the track to start the engine under the supervision of the Clerk of the Course. The car may then commence its warm-up but it is forbidden to pass any other moving car. If the car still will not start, it must be pushed off the circuit to a safe position and will be deemed a non-starter of the race.
- iii) When the cars return to the grid on completion of the parade lap, a red flag or board will be displayed at the front of the grid. They will stop, keeping their engines running, each one on its allocated grid position. The position of non-starters shall not be filled.

- iv) If, after returning to the starting grid, a driver stalls his car and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other cars have left the start, push the stalled car in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter of the race.

MOTORCYCLES

- i) A marshal shall be positioned at the front of the grid, with a red flag raised. When he moves to the side of the circuit, the starter will wave a green flag, indicating the start of the warm up lap. On completion of the warm-up lap, all riders must return to their original grid positions on the grid, keeping their engines running. A red flag will be displayed at the front of the grid. The position of non-starters shall not be filled.
- ii) If a rider stalls his motorcycle and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other motorcycles have left the start, push the stalled machine in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter.

E. 5 Second Board:

As soon as all the vehicles are stationary on the grid, a green flag will be raised from the back of the grid and the red flag or board will be placed by a "5 Seconds" board to warn drivers/riders that there are 5 seconds to go before the red light is shown or the start flag raised.

F. 5 Seconds:

Red lights switched on or start flag raised.

G. 4-7 Seconds:

Red lights go out or flag is lowered.

H. Push Start:

Should the SR's stipulate a push start, the procedure will be the same as above except that competitors must kill their engines on returning to the grid following the warm-up lap and push-start their machines when the start signal is given.

I. Aborted Start:

- i) Red lights remain on or flag remains raised and is lowered slowly and simultaneously replaced with a red flag.
- ii) "Start Delayed" board is shown.
- iii) The Clerk of the Course will then decide on one of the following actions and instruct accordingly. (No refuelling will be permitted if more than one start is necessary)
 - a) Engines will be kept running and any stalled vehicles will be pushed off the grid by marshals. A new start will commence from 5 seconds.
 - b) A complete new start in which case all vehicles will do a lap of the circuit and form up on the grid once again. In this instance, vehicles starting from the pit road and vehicles that could not start, may join the race and take up positions at the back of the grid.

J. False/Jump Starts:

If any part of the vehicle (car or motorcycle) moves beyond its demarcated grid position or a vehicle starts moving forward before the start signal is given, the competitor concerned will have a 30 second penalty added to his race time. The Judge of Fact's decision as to whether a vehicle starts moving forward before the start signal is given, the competitor concerned will have a 30 second penalty added to his race time.

Any competitor bringing a vehicle to a halt past the demarcated line and remains past the line during the start procedure will be judged to have jumped the start.

The Judge of Fact's decision as to whether a competitor contravened the aforementioned regulation shall be considered final, unless there is compelling evidence to the contrary.

In such cases, the Clerk of the Course, at his/her sole discretion, may elect not to impose the prescribed 30 second penalty. Any driver/rider who blatantly jumps the start will be black-flagged and will render himself/herself liable to further disciplinary action at the discretion of MSA.

K. Starting from the Pits:

- i) Vehicles in the pit road will be allowed to join the race once all the vehicles capable of starting the race, have passed the pit exit at the start of the race. The "Pit Lane Open" board shall be displayed or the robot shall be turned to green at this point.
- ii) Any driver/rider attempting to move out sooner will incur automatic exclusion.
- iii) A pit marshal will be stationed at the pit exit to control starting from the pits.

Note: The Clerk of the Course must be present at all times to see that all regulations are adhered to as well as working in conjunction with the Starter.

39. ROLLING START

Categories/events may only make use of rolling starts with the approval of MSA.

All rolling starts shall have a staggered formation as per the normal grid position line-up, i.e. cars behind the pole car must maintain a staggered formation, with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.

A. Five Minute Board:

Not later than 5 minutes before the due or expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green. This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one warm-up lap and assemble in the predetermined order on the grid. Places of non-starters will be left unallocated.

Once the Two Minute Board has been displayed, the pit exit will be closed and competitors, who have not left on their warm-up lap, will not be permitted onto the track to take up their starting positions. These competitors will have to assemble at the pit exit and will only be permitted to join the start once all cars capable of moving off the grid have left on their parade lap. Competitors from the pit exit may join the rear of the parade lap but may not take up their original starting positions and will have to start from the back.

B. Two Minute Board:

- i) Everyone except drivers, officials and team members with external energy sources will leave the grid. Cars come under Starter's orders.
- ii) A board reading "Pit lane closed" or the robot at the pit exit shall be turned to red when the first competitor takes up his position in his grid position ready for the start.

C. One Minute Board:

- i) Engines will be started and team members leave the grid.
- ii) Any vehicle arriving at the grid after the One Minute Board has been displayed, will take up position at the back of the grid. They may not improve their positions or pass any moving cars until receiving the starting signal and crossing the start line.

D. 30 Second Board:

- i) Followed by display of a green flag – cars leave the grid on a parade lap. No car shall leave the grid until the car in pole position has moved forward.

Should the pole position car not be able to move off on the parade lap, the Starter or the Clerk of the Course (as the case may be), will signal the driver of the second car to proceed, which driver shall then assume the responsibility of the pole position car, and all other cars are to follow. Any drivers prejudiced by the stalled pole car or any other stalled car, may make up positions on the parade lap in order to regain their allocated starting positions. Such actions must be complete by the time the competitor/s concerned enters the last corner (change of direction of at least 45 degrees, with a radius of less than 300 metres).

If the competitor concerned is not in his allocated position by the time he arrives at the entry to the last corner, he will be required to start from the position occupied at that stage.

- ii) A pace car may be used to regulate the start, or the driver in pole position will do so when a pace car is not used. Should mechanical breakdown or other circumstances prevent the driver in pole position completing this function, the driver of the second car on the grid will regulate the speed. Drivers must retain their correct starting positions during the parade lap, except as permitted above. Improving one's allocated starting position is forbidden. When the pace car leaves the circuit, at the conclusion of the parade lap, the driver of the car in pole position should be at least 50 metres to the rear. Prior to entering the last corner before exiting the circuit, the driver of the pace car will slow down to ensure the field closes up and will establish the pace at which the field must approach the start line. This speed, which should not exceed 100km/h, must be maintained until the start signal is given. The pace car must leave the circuit via the pit entrance road and may not be driven past the pits regardless of the position of the start line. If no pace car is used, the driver in pole position will establish the pace but he must ensure the field is well bunched and must not exceed 100 km/h as he approaches the start line.
- iii) If the starter is satisfied with the disposition of the cars at this stage, he will signal the start of the race by lowering the MSA flag or extinguishing the red starting light/s. Only at this point may acceleration take place. If the starter is not satisfied, the start lights will remain red or the starting flag will not be lowered but will be held stationary. The competitors must then complete another parade lap without a pace car and approach the start line to effect another start.
- iv) Any competitor crossing the start line ahead of the driver in pole position shall be deemed to have jumped the start and shall have a 30 second penalty added to his race time unless, in the view of the Judge of Fact, the driver in pole position reduced his speed before crossing the start line.
- v) Any competitor left on the grid once the parade lap has commenced and all cars capable of starting have departed the grid, may subsequently be started using the on-board starter, or may be push-started by the grid marshals, and must start from the rear of the grid.
- vi) If the car cannot be started either by self-starter or by pushing, the car must be removed from the circuit immediately under the direct control of the Clerk of the Course, and will be deemed a non- starter.

40. STARTS (GENERAL)

- i) In all cases, the starting signal will either be the lowering of the MSA flag, or the extinguishing of a red light or lights. The flag will remain raised, or the red lights will be illuminated, only for as long as the starter requires ascertaining that all vehicles are in their correct starting formation. When this occurs and the vehicles on the track have passed the pit exit, the "Pit Lane Open" board or green robot will be displayed.
- ii) Judges will be appointed to determine jump/false starts (See GCR 270).
- iii) If, due to unforeseen circumstances, the start cannot take place after the 2 minute signal, a "Start Delayed" board shall be displayed. Engines shall be stopped.

41. STOPPING OF RACES

Unless the regulations provide otherwise, the following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag:

- i) All vehicles shall proceed slowly to the start area with no passing being permitted. On reaching the start area, parc ferme conditions will apply. Any vehicle that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the start area, shall be required to take the race re-start from pit lane and, in addition, may have

a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.

- ii) If a race is to be restarted, normal start procedure will apply.
- iii) In instances where a race is stopped, and then re-started, no replenishment of any liquid in the vehicles shall be permitted in the intervening period. The onus rests on competitors to ensure that their vehicles are carrying enough fuel to cater for any such situation and excessive fuel usage during a race stoppage and re-start situation shall not be taken into account as a valid mitigating factor should a vehicle be found to be underweight at the end of a re-started race.

As soon as conditions permit thereafter, the starting procedure will recommence with the display of the 2 Minute Board.

42. CROSSING A CONTROL LINE

The time at which a vehicle crosses a control line such as the starting line or finishing line, shall be at the moment when the foremost part of the vehicle crosses the line.

43. RESTARTING A RACE STOPPED PREMATURELY

- i) If less than two laps of the race have been completed by the leader, the original start shall be null and void and the race shall be restarted and all starters in the original start may compete again. Competitors may substitute other vehicles of the same make and model subject to the approval of the Scrutineers. No reserve entries will be admitted. The race will be considered a new race and the full time or distance will be covered.
- ii) If more than two laps have been completed but less than 75% of the scheduled distance or time:
 - a) The race shall be deemed to be in two distinct parts. The classification of the first part shall be determined at the conclusion of the lap prior to the red flag being given.
 - b) Unless the regulations specify to the contrary or the Stewards of the Meeting rule Otherwise, all vehicles will be in a parc fermé between the two parts of the race. A new starting order will be established by the Timekeepers taking the above into account. Only those still competing at the end of the first part of the event and who arrive at the pits under their power and using an authorised route, will be allowed to compete in the second part. No reserve vehicles will be permitted.
 - c) The distance or time of the second half will be that required to complete the scheduled distance or time and the combination of the two parts will be the basis for final classification.
- iii) If 75% of the scheduled distance or time has been completed, the event will be concluded and there will be no restart. Classification will be as if the race had been completed in its entirety.
- iv) If it is impossible, in the opinion of the Stewards of the Meeting, to restart a race stopped prematurely, it shall be deemed completed. The classification, as well as the championship scoring ramifications, shall be determined at the discretion of the following:

Club/Regional events	:	Stewards of the Meeting
Regional Championship	:	The relevant Regional Motorsport Committee
National Championship	:	The relevant MSA Sporting Commission

44. WET WEATHER START

- i) If more than 50% of the vehicles start a race on wet weather tyres, or if the Clerk of the Course so decrees, it will be declared a wet weather race. A "Wet Weather" race board will be displayed at the start line. A wet weather race will not be stopped even if it fails to rain or the track dries out following rain.

- ii) If it suddenly starts to rain while the vehicles are on the warm-up lap or standing on the starting grid, the Clerk of the Course, at his sole discretion, may display a "Start Delayed" sign. The starting procedure will begin again after 15 minutes, enabling vehicles to be fitted with wet weather tyres if the drivers/riders so wish. Should the volume of water on the track be such that it cannot be negotiated safely even on wet weather tyres the Clerk of the Course may delay the start until such time as the conditions improve.
- iii) For stopping and restarting races - see SSR 43.

45. SAFETY CAR

Circuits wishing to make use of a safety car to prevent the red-flagging of races as far as possible, are advised that provision for doing so must be made in the event supplementary regulations. The following procedure must be strictly adhered to:

- i) The Safety Car will be brought into operation to neutralise a race at the sole discretion of the Clerk of the Course.

This will usually be following the partial blocking of the track or a situation in which rescue workers and/or competitors are being subjected to such danger that yellow flags do not afford sufficient protection.

- ii) The car must be marked "Safety Car" on the rear and sides, and must have at least two flashing lights mounted on the roof. It must be driven by an experienced circuit racing driver, and carry an observer capable of recognising all the competing cars who are in permanent radio contact with Race Control.
- iii) The Safety Car shall be sited at the end of the pit lane and must join the circuit with its flashing lights turned on, regardless of where the race leader is.
- iv) As soon as the order is given for the Safety Car to go out, all flag posts (including at the start/finish line) are to display a waved yellow flag and an "SC" board, which will remain out until the intervention is over. Where possible, yellow flashing lights will be shown at the start/finish line and/or at any other point on the circuit where such facilities exist. The lights are to remain lit until such time as the Safety Car switches off its flashing lights.
- v) All competitors, when notified of the Safety Car intervention (by flag signals and "SC" boards), must reduce speed and line up behind the Safety Car, maintaining the same speed as the Safety Car. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car, who may wave past any competitors between the Safety Car and the race leader. Such competitors must continue at reduced speed without overtaking until they reach the line of cars behind the Safety Car.
- vi) When the Clerk of the Course decides to call in the Safety Car, the "SC" board and waved yellow flag at the start/finish line will be withdrawn and all flag points around the circuit will withdraw the flags and boards. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the pit lane entrance at the end of that lap. THE SAFETY CAR WILL NOT COMPLETE ONE FULL LAP OF THE CIRCUIT WITH ITS LIGHTS OFF.
- vii) A green flag will be waved at the start line to indicate the resumption of racing. OVERTAKING REMAINS FORBIDDEN UNTIL COMPETITORS PASS THE GREEN FLAG AT THE START LINE.
- viii) All laps completed during a Safety Car intervention will be counted as race laps, unless stated to the contrary in the event SR's.
- ix) While a Safety Car intervention is underway competitors may stop at their pit and may re-join the track proceeding at reduced speed until reaching the end of the line of cars behind the Safety Car. OVERTAKING IS FORBIDDEN. The pit exit shall be controlled by lights or by a marshal with a flag. Exit from the pits will not be permitted while the Safety Car and the competitors following behind are passing the pit exit.
- x) All competing vehicles must maintain the same speed as the Safety Car whilst in convoy, and the same speed as the vehicles in front of them. All competitors shall maintain a maximum distance of three cars' lengths and a minimum of one car's length from the vehicle in front (including the Safety Car) before the re-commencement of racing.

- xi) The Clerk of the Course may impose a penalty upon any competitor or team who he/she considers has gained an unfair advantage, whether inadvertently or not, from a breach of the Safety Car regulations.

46. DRIVERS ON THE COURSE (cars only)

- i) Drivers may not smoke whilst driving during practice or a race (refer also SSR 37).
- ii) The driver's hands and arms must be kept within the car at all times except when making a formal signal.
- iii) A driver shall throughout the race and practice periods wear an approved crash helmet, goggles or visor of splinter-proof material (unless the car has a full size windscreen), fire retardant overalls which shall cover arms, legs and the torso up to the neck, plus gloves. Crash helmets and seat belts must be properly fastened and positioned and infringement of this rule may result in exclusion or such lesser penalty as the Stewards may decide. No driver may race or practice wearing "shorts" and/or short-sleeved shirt.
- iv) Only a nominated driver may be in a car during the race or official practice.

- 47. A competitor may drive/ride only one vehicle in a race, and not more than one competitor may drive/ride the same vehicle in any one race, unless the SR's or relevant category regulations specify otherwise.

48. POSITION OF RIDER (motorcycles only)

During a race, riders should adopt a position with their feet on the footrests. If a rider adopts any other position and it is deemed to be dangerous, he shall be excluded by the Clerk of the Course. The height of the footrests must not be greater than 100mm above a line joining the centres of the two road wheels measured with the rider seated in the normal position on the motorcycle.

49. RACING CONDUCT

No competitor shall indulge in foul language and unfair or dangerous conduct. Breach of this regulation may render the guilty party liable to exclusion.

50. OVERTAKING, RULE OF THE ROAD AND DRIVING DISCIPLINE

- i) **Overtaking (cars)**
 - a) During a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up in a straight line by a car which is either temporarily or consistently faster, the driver shall give the other vehicle the right of way by pulling to one side in order to allow for passing on the other side.
 - b) If the driver of the vehicle about to be overtaken does not seem to make full use of his rear-view mirror, the Flag Marshal(s) will give him a warning by waving the blue flag to indicate that another competitor wants to overtake him. Any driver who does not take notice of the blue flag, may be penalised by the Clerk of the Course. Systematic or repeated offences may result in the exclusion of the offender from the race.
 - c) Corners, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the possibilities of the moment, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of cars towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the seriousness and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntarily, may result in exclusion from the race.
 - d) Any obstructive manoeuvre carried out by one or several drivers, either having common interests, or not, is prohibited. The persistent driving abreast of several vehicles, as well as driving in a fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.

- e) The penalty inflicted for ignoring the blue flag will also be applied to drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, this ranging from a fine to exclusion from the race. The same penalty shall be applied to drivers who weave from one side of the track to the other in order to prevent other competitors from overtaking.
- f) The repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail exclusion of the driver/s concerned.
- g) The race track alone shall be used by the drivers during the race.
- h) If a car has left the circuit with all four wheels, it shall re-join the circuit at the nearest point to the exit from it, compatible with safety and without prejudicing a fellow competitor. Leaving the circuit with all four wheels (with the resultant effect of missing a corner on the circuit) will result in the imposition of a time penalty (10 seconds minimum) on the offending competitor, for a first offence.
A second offence in the same race will result in the exclusion of the competitor from the race in question.
- i) In order to enhance the possibility of overtaking, a category of racing may, utilise the following:
 - Two corners considered to provide prime overtaking opportunities will be selected at the circuit. A barrier line will be painted on the track starting from around the 300-metre brake marker and ending before the racing line entry to the corner.
 - The barrier line will be a broken white line of approximately 75 centimetres in length by 75mm width with a space of approximately 1 metre in between. A recognised brand of road marking paint must be used, and must be applied as thinly as possible.
 - With effect from the second lap of a race, competitors are not permitted to run inside the barrier line unless they are executing an overtaking manoeuvre.
 - Any competitor not in a position to overtake another car must be on the outside of the barrier line before it commences and maintain this position until turning into the corner at the end of the barrier line. Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.
 - Two competitors approaching a controlled corner side by side with the lead car on the inside of the barrier line will be deemed to be in an overtaking situation and therefore the lead car may maintain the position.
 - Observers will be positioned at the corners to determine whether any competitor has infringed the regulation. Consideration will be given by the observers to circumstances where, due to a yellow or yellow/red flag displayed at the corner, a competitor may be forced to use the inside line.
 - Infringement of this regulation will be referred to the Clerk of the Course and a 20-second penalty will be imposed on the offending competitor and added to the race time of the particular race in which the infringement occurred.
- ii) **Overtaking (motorcycles)**
A rider about to be overtaken shall not knowingly ride so as to impede his fellow rider and a rider having overtaken another rider shall not cut in on the other rider's right of way until there is a distance of at least five metres between the two.
- iii) **Stopping of a car during a race**
 - a) The driver of any car leaving the race shall signal his intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.
 - b) Should a driver be compelled to stop his car, either involuntarily or for any other reason, the car shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver himself is not able to move the car out of the potentially dangerous position, it is the duty of the marshal(s) or other race official(s) to help him. In that case, if the driver succeeds in

restarting his car, and re-joins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he will not be excluded from the race.

- c) Any repairs carried out on the track may only be made by the driver himself by means of the tools and spare parts carried aboard the car.
 - d) Any replenishment on the track itself is prohibited, and will entail immediate exclusion.
 - e) Apart from the driver himself – and, in exceptional cases, the competent race officials, NOBODY is allowed to touch a stationary car under penalty of exclusion from the race.
 - f) Pushing a car along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.
 - g) Any car abandoned on the circuit by its driver, even temporarily and regardless of the reason or the duration, shall be considered as withdrawn from the race.
- iv) **Stopping of a motorcycle during a race**
- a) If, for any reason, a rider in a race stops, he must immediately remove himself and his motorcycle from the course altogether or, if that is impossible, he must place his motorcycle at the side of the course which is the least dangerous to other riders. If the stop occurs on a bend, he should push his motorcycle clear of the bend. A driver must never drive or wheel his motorcycle on the course in a direction opposite to that in which the race is being run. Should he require assistance he may proceed on foot, in the reverse direction of the race, having first placed his motorcycle in a safe position and provided he exercises due care so as not to endanger other riders. Any rider who fails to comply with this rule shall be excluded by the Clerk of the Course.
 - b) Repairs and change of parts are authorised on the course provided they are performed by the rider exclusively. Because of the danger of injury, no parts or tools shall be carried by the rider on his person while racing or participating.
 - c) Riders may not, under any circumstances, render one another assistance during a race. Any such action will result in exclusion of both riders from the race.
 - d) A competitor may not receive assistance of any nature whatsoever in contravention of these rules during the race and shall automatically be excluded for receiving assistance, whether solicited or not. Officials may, without penalty to the rider, assist in the removal of a rider or his machine from the course in the interests of safety but, in doing so, their assistance must not cause the starting of the engine or result in placing the machine in a more favourable position for re-starting by the rider.
- v) **Loss of coolant/lubricant**
- If, as a result of a mechanical or other problem or leaving the circuit, a car develops a loss of lubricant or coolant, it must be driven off the circuit to a place of safety immediately. Should the driver attempt to continue on the circuit thus causing the circuit to become slippery as a result of loss of lubricant or coolant, the competitor/driver will be summoned to appear before the Stewards who may take disciplinary action by imposing a fine of not more than R5000.

51. SAFE DRIVING/RIDING

- i) A competitor shall at all times drive/ride in a manner compatible with general safety and may be halted by the Clerk of the Course for failure to do so. Any penalty incurred under these regulations shall not prevent any further appropriate action by MSA. (Refer also to SSR 17).
Cars: A driver may not maintain contact with or push a car in front of his own during a race.
- ii) On safety grounds, it is forbidden for 'open-wheel' single seater racing cars to compete in the same practice session, qualifying session or race as saloon cars and/or sports cars.
- iii) Unless advised to the contrary in the Supplementary Regulations of a particular event, the pit lane speed limit at all circuits shall be 60km/h.

52. STOPS AT THE PITS

Competitors intending to enter the pit area shall unmistakably signal their intention in good time and satisfy themselves that it is safe to do so. They shall slow down to enter the pit service road.

53. During practice and the race, access to the pits is permissible only by the pit service road, except in the case of force majeure, which can only be determined by the Stewards of the Meeting. Failure to comply with this rule shall result in exclusion of the competitor from the race. It is forbidden to drive/ride in the pit service road in a direction opposite to that in which the race is being run.

54. Cars shall be halted within the pit area allocated to them and, in the case of overshooting, shall not be permitted to reverse under power to their pit area. The car may, however, be pushed back to its pit by no more than three pit assistants, if necessary with the help of the driver himself, but not more than four persons shall be allowed to touch the car at the same time.

55. Competitors leaving the pits shall do so only via the pit service road and shall re-join the course at the line/area marking the end of this road. Failure to do so shall result in exclusion from the race. It is the responsibility of the competitor leaving the pit service road to satisfy himself that it is safe to do so.

56. Work upon vehicles, other than by the competitor or officials in the course of their duties, may be carried out only at the pits or in the paddock, unless otherwise stipulated in the SR's for endurance races.

57. PUSH-STARTING FROM THE PITS

Push-starting of cars from the pits is permitted subject to the following conditions

- i) There shall be an automatic penalty of one complete lap, to be deducted from the competitor's total number of laps, for each and every occasion on which pushing assistance is received. This penalty is additional to any other penalty that may be incurred under sub-clauses iii), iv), and v) hereof.
- ii) Pushing shall be confined to the pit road only, from the competitor's pit onwards. Penalty for infringement shall be automatic exclusion.
- iii) The driver must be seated at the wheel throughout the whole of the time while the car is being re-started by pushing. Penalty for infringement shall be a minimum of one lap to be deducted from the competitor's total number of laps.
- iv) No more than three persons (all of whom shall be members of the car's pit crew) may push the car. Penalty for infringement shall be a minimum of one lap to be deducted from the competitor's total number of laps.
- v) Due care shall be taken while pushing assistance is being given and any orders given for reasons of safety by officials shall be obeyed immediately. Penalty for infringement shall be a minimum of one lap to be deducted from the competitor's total number of laps.

58. Competitors, after receiving the starting signal and crossing the start line, may not (except as otherwise stipulated in SSR's 50 and 57) receive assistance of any nature whatsoever in contravention of these rules and shall automatically be excluded for receiving assistance, whether solicited or not.

59. SSR 38 authorises the pushing to the pit of vehicles which have stalled on the dummy grid or the starting grid, but in such cases the vehicle may be pushed only by officials authorised to do so.

60. The promoters shall not be obliged to collect any vehicle left on or near the course by a competitor who may have retired. They have no responsibility or liability in regard to such vehicles. Vehicles left on or near the course shall be removed to the paddock area immediately after the meeting and as soon as the permission of the Clerk of the Course has been obtained.

61. INCIDENTS, ACCIDENTS AND RETIREMENTS

- i) **Every competitor retiring from a race shall report this to the Clerk of the Course as soon as practicable.** He may be required to sign a form declaring his retirement. Once a vehicle has been retired it may not re-join the race.
- ii) If during official practice or a race, a competitor has an accident/incident:
 - a) serious enough to prevent him continuing with the race or practice; or
 - b) involving another/other competitor/s and which involves falling, spinning, stopping or going off the circuit, even though the vehicles were able to continue, the competitor must submit, in writing, a report to the Clerk of the Course within one hour of the end of the official practice or race, as the case may be, stating briefly the circumstances relating to the accident/incident.

On receipt of the report, the Clerk of the Course will decide what action, if any, will be taken, and may institute an investigation and/or may refer the matter to the Stewards for further action if he is of the opinion it is warranted. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

- iii) Any motorcycle rider who has retired from a race may, unless stopped by an official, continue to ride his motorcycle in the direction of the race at his own risk on the clear understanding that he does not thereby endanger other competitors. However, it is expressly forbidden in such cases for a rider to transport any other person (except the passenger in the case of a three-wheeler) on his motorcycle. Any breach of this rule shall incur a penalty.

62. WITHDRAWAL FROM RACE (See GCR 110)

Competitors who are unable to participate in a race must inform the Clerk of the Course, in writing and as soon as possible, stating their reasons for withdrawal from the race. Should the Clerk of the Course consider the reason inadequate, he is empowered to take action against the competitor concerned and/or refer the matter to MSA for further action.

63. PIT ATTENDANTS

Only persons authorised by the promoters shall be permitted in the replenishment pit of each competitor. Not more than two attendants may work on any one motorcycle.

- 64. Pit attendants must remain behind the pit counter, or other demarcation limit in lieu of a counter, except when working on the vehicle. Only two of the pit staff, together with the team manager, may proceed across the pit service road for the purpose of signalling to the competitor. No pit attendant is allowed to go beyond the demarcation barrier or line between the pit service road and the track (See SSR 37).

- 65. Competitors, vehicles and attendants may occupy pit areas during the race or practice periods in which they are taking part, but they must vacate these areas immediately after the race or practice sessions end, unless stipulated otherwise in the SR's.

- 66. Entrants, competitors and attendants must at all times display the means of identification provided by the organisers.

67. FUEL AND OIL (See GCR 240)

Unless otherwise stipulated in the SR's, entrants will be responsible for providing their own supplies of fuel and oil and also the equipment they will use for refuelling their vehicles in the pits. Fuel may only be stored in the competitor's pit and only in metal containers (or other containers approved by the promoters) having an adequate sealing device.

Motorcycles only

The only fuel permitted to be used shall be pump fuel available to the general public via normal filling stations, except in instances where MSA has granted specific approval to the contrary.

- a) Competitors shall immediately supply the following information on request:
 - i) Exact location where fuel/oil was acquired.
 - ii) Ratio of fuel/oil mix (if applicable).
 - iii) Any other information requested concerning fuel/oil used.

The fuel/oil must be commercially, and freely available in the RSA. MSA will acquire such samples as deemed necessary and compare them with the fuel used by the competitor. If the samples do not compare, the competitor will be deemed to be in contravention of GCR 240. A second sample of fuel/oil used will be retained by MSA and may be used for a second comparison.

In the event of fuel being found illegal, costs incurred will be borne by the competitor concerned. Refusal to submit a sample or the required information will result in immediate exclusion and/or further disciplinary measures being taken against the competitor concerned. In the case of a fuel/oil mix, a small tolerance in octane value may be permitted.

NB: It is in the competitor's best interest to supply the correct information regarding fuel/oil used, as MSA has only to prove that the samples do not correspond.

- b) MSA further reserves the right to request 5 litres of the fuel being used by a competitor prior to the first race. This fuel will then be sealed and may be analysed in detail and used in comparison testing as in (a) above.
 - c) As a further alternative, the organisers shall have the right to have any selected competing motorcycle drained of fuel under supervision and refuelled with fuel of known origin complying with the fuel specification detailed in GCR 240. In this event, and where applicable, competitors are obliged to make available their own lubricating oil which must be a commercially available brand in its factory sealed container. All of the above must be read in conjunction with GCR 240.
68. The promoters/organisers shall have the right to reject any system of refuelling which they consider unsafe and they shall have the right at any time before, during or after the race to take samples of fuel.
69. Except in the case of endurance races, replenishment of lubricating oil during a race is prohibited and competitors who contravene this rule shall be excluded.

70. CATCH TANKS**Cars**

No cars shall take part in a practice or race on a tarred circuit with an open-ended pipe in any way connected with the lubrication system, sump, catch tank or other oil reservoir. All such pipes shall terminate in a metal or plastic container of at least 2000ml capacity, firmly secured to the vehicle. This container must be translucent or, in the case of a metal container, be fitted with a translucent "window" for checking the level of the contents. These containers shall be empty at the start of the race.

Motorcycles

- i) No motorcycle shall take part in a practice or race on any tarred circuit with an open-ended pipe in any way connected with the lubrication system, sump, catch tank or other oil reservoir. All such pipes shall terminate in a metal or plastic container of at least 200 ml capacity firmly secured to the vehicle, which must be emptied before the start of a practice or race.
- ii) All liquid-cooled motorcycles shall be fitted with a catch tank for the radiator overflow vent pipe, of not less than 500ml capacity, which must be emptied before the start of a practice or race.

71. THE FINISH

The finishing signal shall be the chequered flag (see GCR 274). If, during a race, the chequered flag is inadvertently displayed before the race is scheduled to end, the race will nevertheless be deemed to have ended. If, during a race, the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

72. The winner of a race over a set distance shall be the competitor who covers the distance in the least time and the chequered flag will be displayed when this competitor completes the set distance. At this point the "Pit Lane Closed" board or red robot shall be displayed.

73. The winner of a race for a set time shall be the competitor who covers the greatest distance in that time, to the next completed lap.

The leader will be shown the chequered flag when he crosses the line at the end of the lap during which the prescribed period ends. In the event that the leader is very close to the finish line when the prescribed time elapses (with the result that the flag 'misses' him) the flag will be shown to all following competitors and the race will still be deemed to have ended when the leader crossed the finish line for the first time after the expiry of the prescribed period.

74. After receiving the chequered flag, competitors will maintain current position and proceed at reduced speed for a complete lap, thereafter pulling into the parc fermé, unless the SR's specify otherwise.

75. After the winner has received the chequered flag, all other competitors will be classified according to the number of completed laps of the circuit they have covered and, for those who have covered the same number of laps, according to the order in which they crossed the finishing line for the last time. However, if a vehicle has covered its last lap in a time more than double that of the best lap performance by the winner of the race, this lap will not be taken into account for the calculation of the total distance covered by the said vehicle.

Where the races are run in heats, the finishing procedure shall be laid down in the SR's.

76. To be classified as a finisher, a vehicle must have completed not less than two-thirds of the distance of the race (rounded down to the nearest whole number of laps) under its own power (see GCR 274 ii).

77. If, during a race, no vehicle crosses the start/finish control line under its own power during a period of ten minutes, the end of race signal shall be displayed and the results announced according to the relative positions of vehicles at the time they last crossed the control line under their own power.

78. DEAD HEATS (See GCR 275)

In the case of a dead heat for first place, the prizes for the first and second places will be divided equally between the two competitors. Dead heats for other positions will be dealt with similarly.

79. CLASSIFICATION OF RESULTS

See GCR 276, 278 and 281.

80. FLAG SIGNALS

See Appendix "H".

81. PAYMENT OF STARTING MONEY, PRIZE MONIES AND PRESENTATION OF AWARDS

(See GCR's 280 and 281)

82. GENERAL PRESCRIPTIONS APPLICABLE TO S.A. NATIONAL CHAMPIONSHIP RACES (See GCR's 226-234)

The following regulations will apply to all national championship circuit racing events:

i) MINIMUM NUMBER OF STARTERS

MSA shall not declare S.A. National Champion/s should there not have been at least an average of six (6) starters in the class/category across the championship season.

Where an overall champion emerges from a structure made up of two or more classes, any class that fails to field the required minimum number of starters for at least 60% of the qualifying events shall not score towards the overall championship. Furthermore, in such cases no class winner shall be declared in the relevant class/es. Any such non-scoring class shall not, however, affect the other classes with regard to the number of starters required.

Categories/classes that do not meet the required minimum number of starters at a specific race meeting will nevertheless be scored towards the championship. However, the overall requirement for at least 60% of the events to have achieved the required minimum number of starters must have been met in order for class winners/champions to be declared at the end of the season.

To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (refer GCR 266).

ii) PRACTICE

Except where MSA has granted dispensation to the contrary, or where the category regulations specify otherwise, race organisers must schedule a minimum of 3 x 15 minute official practice sessions for each national championship category, in addition to the official timed practice (qualifying) sessions and any 'warm-up' sessions on race morning. These specified sessions must take place on race day and/or on the preceding day.

iii) NUMBER OF EVENTS

A minimum of eight (8) National Championship race meetings shall be scheduled for each of the championship categories, unless permission to the contrary has been granted by MSA.

iv) RACE DURATION

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.

83. ELECTRONIC TIMING

i) Where race timing is done by way of transponders, the use of the specified transponder holders is mandatory.

ii) Transponders are to be positioned as per the requirements of the involved timing concern.

Note: Unless there is clear evidence to support an alternative course of action, race results shall be determined strictly according to timing transponder 'hits', regardless of the exact location of the timing transponders in/on specific vehicles.

iii) MSA shall have the sole discretion to approve, or reject, the timing system (and operators) to be used for any event. It shall also have the sole discretion to appoint one or more individual(s)/concern(s) to time National events.

- iv) The following minimum criteria will apply where transponder based timing is used:
- The system must be approved by the manufacturer for the categories of racing to be timed on a given day.
 - Back-up photocells must be used to counter possible missed "hits".
 - An uninterrupted power supply (UPS) of minimum 1 KVA must be available to the timing officials.
 - A 1.5 KVA standby generator must be available to the timing officials (in case of a municipal power failure).
 - All audit trails for races and qualifying sessions must be available to the relevant officials/MSA in the event of protests, appeals, etc.
 - Manual lap-scoring must still be undertaken to provide the necessary back-up in the event of total system failure.

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APPENDIX "H"

FLAG SIGNALS

To ensure adequate supervision of a racing circuit, the Clerk of the Course and/or Assistant, and the observation posts, rely largely on the use of signals to:

- a) contribute to the safety of competitors
- b) enforce the regulations

Signals are given in day-time by different coloured flags, possibly aided by lights. At night-time or in conditions of poor visibility the flags should preferably be replaced by lights and reflective panels, but all drivers must be made aware of this beforehand. Yellow lights at each post are obligatory for events run at night.

For events other than circuit racing e.g. motocross, supercross, off-road racing, enduro events and rallying, some or all of the following flags and flag signals may be used, or additional flags introduced:

ART

1. FLAGS

The minimum size of signal flags is 60cm by 80cm.

Flags will be used during both practice and the race itself and will have the same meaning. **They shall be respected by the competitors at all times.** Any competitor failing to acknowledge or act upon a signal conveyed to him/her personally, or to a group of competitors of which he/she forms a part, engaged in a practice or a race, by an authorised official using any of the flag or light signals listed herein, shall be guilty of an offence which may be dealt with by the Clerk of the Course in terms of GCR 156.

2. START

Shall be given by the MSA flag, or red lights. In the latter case the red lights shall normally remain lit for between 4 and 7 seconds before being extinguished. In the case of a start by flag, the signal to start will be the lowering of the flag which, for standing starts, should not be raised until all vehicles are stationary, and in no case for more than 10 seconds.

3. FINISH:

A black and white chequered flag, usually waved.

4. RED FLAG

Shown waved under the direction of the Clerk of the Course, at all marshal points around the circuit (except that immediately prior to the incident which shall show double waved yellow flags). Indicates that the practice or race has been terminated and all competitors must stop their practice or race immediately and proceed to the pits (in the case of practice) or the start area as per SSR 41 if the stoppage is during a race, unless the SRs for the event provide otherwise. Upon seeing a red flag, competitors shall exercise extreme caution and be prepared to stop at any time if necessary. It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.

The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

5. BLACK FLAG

Shown by **a race official as directed by** the Clerk of the Course, together with a number board, indicates to **the competitor whose number is shown that he/she must stop at the pits at the end of the lap and immediately report to the Clerk of the Course. The effect of a black flag is to take a competitor out of a race and, as such, its use is reserved for serious offences only.**

A competitor who has been black-flagged shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points. Failure by a competitor to respond to a black flag shown to him/her on two or more consecutive laps and/or to immediately report to the Clerk of the Course having responded to a black flag, shall render offenders liable to be penalised by the clerk of the Course in terms of the provisions of GCR 157.

6. BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES

Shown by a race official as directed by the Clerk of the Course, together with a number board, indicates to the driver whose number is shown that he is **warned for unsportsmanlike behaviour and placed under observation for the balance of the race meeting/event in question.** A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course in terms of the provisions of GCR 157.

7. BLACK FLAG WITH ORANGE DISC

Shown together with a number board indicates that the vehicle concerned has a **potentially dangerous defect and must stop at the pits at the end of that lap.**

8. YELLOW FLAG

Indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned.

Drivers are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is very serious, 2 yellow flags may be waved by the same post. In the case of a total obstruction, two yellow flags may be used prior to the Clerk of the Course stopping the race.

When an obstruction occurs in a sector and a yellow flag is being waved, the preceding post will display a stationary yellow flag to warn drivers in good time of the danger. If 2 yellow flags are being waved, the preceding post will show 2 stationary yellow flags.

Should a danger such as debris extend beyond the accident or obstruction into another sector, the post in this sector will also display a yellow flag. Otherwise, if this sector is clear, a green flag will be displayed. Competitors passing any yellow flag **must slow down, maintaining their position relative to other competitors and being prepared to stop if so instructed by a competent Official.**

DRIVERS MUST, AS SOON AS THEY HAVE PASSED A YELLOW FLAG (BE IT WAVED OR MOTIONLESS) SLOW DOWN, BEING PREPARED TO STOP IF NECESSARY AND KEEP THEIR RESPECTIVE POSITIONS AND MAY NOT OVERTAKE UNTIL THEY HAVE PASSED THE GREEN FLAG.

Any competitor failing to obey the yellow flag or overtakes under yellow will be subject to penalty by the race officials.

9. GREEN FLAG

Waved denotes:

- a) when shown on first lap of practice or out lap of a race that the sector being entered is clear; or
- b) that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag; or
- c) used to start a warm up or parade lap or practice session under direction of the Clerk of the Course.

Shown waved at the start/finish line denotes that a Safety Car intervention has ended and racing may continue once the competitor passes the Green Flag at the start/finish line.

10. YELLOW FLAG WITH RED STRIPES

Indicates a deterioration of surface adhesion due to oil, water, etc. This flag can also be used to inform drivers of either a pool of water large enough to create aquaplaning, or that due to a local shower, driver/riders are about to pass from a dry to a slippery surface: this being the case, the flag will be displayed accompanied by a hand pointed to the sky. Shall be displayed for 2 laps, or until the surface returns to normal.

11. WHITE FLAG

Denotes either a service vehicle (ambulance, etc.) or a competing car moving slowly. It should be waved while the vehicle is in a sector and then held stationary while the vehicle reaches the end of the next sector, after which it should be withdrawn. Should the vehicle stop on the track, the white flag must be replaced immediately by yellow flags.

12. BLUE FLAG

To be shown:

- a) in cases of obvious obstruction by a competitor;
- b) when the slower vehicles are being overtaken by the leader;
- c) when a faster vehicle making up time is working its way through the field.

It is not necessary to show the blue flag:

- a) during the first lap of a race when vehicles are still grouped together;
- b) when two or more drivers are racing wheel to wheel over several laps;
- c) when, by his actions, a driver is aware he is about to be overtaken.

The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.

13. NOTE

- i) For international events, when a decision has been taken to stop a competitor, his pit should be informed so that a stop signal can also be displayed there.
- ii) Any flag indicating the stopping of a practice or race, or of a particular competitor, may be shown at a place other than at the start/finish line should visibility, length of circuit or the speed of vehicles make it advisable to do so.
- iii) Numbers for display to competitors shall be white on a black background and not less than 200mm high by 170mm wide with a stroke width of 30mm.
- iv) A portable fire extinguisher may be shown to a competitor to indicate that the vehicle appears to be on fire.
- v) All marshal posts must be in radio or telephone communication with the preceding posts in order to operate efficiently the 'no passing' zone procedure and to give warning of danger.

14. LIGHT SIGNALS AT START

When the start signal is given by lights, a red light or lights must be used, visible from any position on the starting grid.

15. LIGHT SIGNALS DURING RACING

When light signals are used to supplement flag signals during the hours of darkness, they must comply with the following specifications:

- a) lights may replace the yellow, green and red flags;
- b) each installation must consist of a group of three lights – 2 yellow and one green – so arranged that the 2 yellow lights are easily recognisable. A red light must be mounted separately, and shall be operated solely by, or on the order of, the Clerk of the Course;
- c) the electric power supply must be backed up by an independent emergency system;
- d) preferably the lights should be flashing, but they may be continuously lit. A combination of both methods is not permitted;
- e) the lights will have the same meaning as flags of the equivalent colour. If the two yellow lights are used together, either in phase or flashing alternately, this indicates a degree of danger greater than one light alone or one flag;

- f) one yellow light at each marshal post must be shown accompanied by a yellow and red striped flag to warn of a serious deterioration in surface adhesion after dark.

16. HAZARD BOARD (Optional - usage to be specified in the SRs of the event.)

Where an incident has been cleared to the satisfaction of the marshals but they are unable to remove the offending vehicle completely to a position behind the safety barriers and it is deemed reasonably safe to continue racing, the yellow flags will be withdrawn and replaced by the Hazard Board. The board allows the competitor to continue racing at his/her own risk in the sector concerned.