APPENDIX "D" COURSES, ROADS, TRACKS AND RECORDS

ART

1. INTERNATIONAL TRACKS

i) Any application for a licence for either a permanent or temporary international track or autodrome must be made by MSA to the FIA/FIM/CIK.

ii) The FIA/FIM/CIK will issue a track licence if the track is deemed to comply with the criteria in force at that time.

- This licence will have validity for a given period, which will be stated on it.
- It may restrict the track to certain classes or types of vehicles.
- It will state the number of vehicles able to compete at any one time.
- It will give the length of the track.
- It will detail, on an addendum, the safety equipment required to be in place for international race meetings.

iii) Any track licence issued by the FIA/FIM/CIK may, after consultation with MSA, be withdrawn at any time or renewal refused.

iv) Any track licence issued by the FIA/FIM/CIK must be displayed in a prominent position at the track where it is accessible to competitors.

v) International events may only be conducted on tracks licensed by the FIA/FIM/CIK. This applies also to attempts on world and international records.

2. INTERNATIONAL COURSES – CONSENT AND CONTROL

When the course of a competition traverses the territory of several countries, the promoters must first obtain through MSA the consent of every ASN/FMN having authority in each such country. Each ASN/FMN whose territory is traversed will exercise control of such a competition whilst it is taking place within that territory except that the final approval and the announcement of the results of the competition will be made by MSA, to whom the promoters are answerable.

3. ROAD COURSES

Application shall be made to MSA for approval of any course selected for a competition. The application shall include, in the case of a rally or reliability trial, particulars of the proposed route, the time of day at which the course will be covered by competitors, and the total distance to be covered, together with any other information which may be required by MSA. **An inspection fee in accordance with the scale laid down in Appendix "R" to these rules shall be payable to MSA.**

4. INTERNATIONAL TRACK LICENCES

Application must be made by MSA to the FIA/FIM or CIK for an international track licence for a permanent or temporary track. The FIA/FIM or CIK may licence a track for a meeting or for a series of meetings. The FIA/FIM or CIK may, after consultation with MSA, refuse to grant or may withdraw an international track licence in respect of a track within the territory of MSA as it may deem fit and without giving any reason for so doing.

5. NATIONAL TRACK LICENCE

MSA may grant a national track licence to a track for a meeting or for a series of meetings or, if the track is a permanent one, until 31st December next ensuing. MSA may refuse to grant or may withdraw a track licence as it may think fit and without giving any reason. A track in respect of which only a national track licence is current may not be used for attempts at international class or world records.

6. INFORMATION TO BE GIVEN ON TRACK LICENCES

i) A track licence will state the length of the track and whether it is approved for attempts at international records, world records, or for attempts at national records. The track licence will also contain the special track rules, which all concerned are expected to know and are required to obey.

ii) MSA shall, at its sole discretion, grade and licence tracks stating the categories of racing they may accommodate and are licensed for. This information will be given on the track licence.

7. DISPLAY OF A TRACK LICENCE

For as long as it is valid, a track licence shall be required to be displayed in a prominent position at the track.

8. TRACK LICENCE FEE

The scale of fees payable on the grant of a track licence is laid down in Appendix "R" to these rules.

9. CONDITIONS TO BE FULFILLED FOR MEASURING PERMANENT AND TEMPORARY TRACKS

Permanent and temporary tracks shall comply with the conditions and requirements in regard to measuring as laid down by the FIA, FIM or CIK.

10. MEASUREMENT OF DISTANCES ON THE ROAD

i) Distances up to 5 km – by survey line along centre line of road.

ii) Distances over 5 km – by official road markers or from a map of a scale up to 1 : 100 000.

iii) Distances over 100 km – from a map of a scale of up to 1 : 250 000.

11. RECORD ATTEMPTS

11.1 RECORD

The term "record" means the best performance obtained over a certain distance or within an imposed time limit.

11.2 TYPES OF RECORDS RECOGNISED

The only records recognised are speed records established either on a track or on an open road, and in accordance with the following definitions:

a) National record:

A record established or broken in conformity with the rules established by MSA, on its territory or on the territory of another ASN with the prior authorisation of the latter, whatever the nationality of the entrant and of the driver(s)/rider(s). A national record is said to be a "class record" if it is the best result obtained in one of the classes into which the types of cars/motorcycles eligible for the attempt are subdivided, or "absolute record" if it is the best result, not taking classes into account.

b) International record per category, group, cylinder-capacity class or other subdivision:

A record recognised by the FIA or FIM as the best result obtained in one of the categories, groups, cylinder-capacity classes or any other sub-divisions of the types of cars/motorcycles eligible for the attempt.

c) World record:

A record recognised by the FIA or FIM as the best result obtained with a vehicle, not taking the class, category or group of the vehicle into account, provided the vehicle belongs to the types eligible for an attempt at a national or international record.

11.3 CATEGORIES, GROUPS AND CLASSES OF ELIGIBLE VEHICLES

a) Only vehicles of categories, groups and classes in conformity with the provisions of these regulations may attempt to break the different types of recognised records.

b) In all cases, the vehicles must be suitable for the attempt and must not be of dangerous construction.

c) Records can only be established by vehicles falling within the following categories:

Category A:
Special automobiles, using free fuel and divided into groups and classes as detailed below. The term "automobile" is defined as: "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, steering and propulsion being ensured in each case by at least two of the wheels".

Category B:
Series-production automobiles recognised as such by MSA. For the attempt, the fuel used must comply with the provisions of GCR 240 as contained in the MSA Hand Book. Automobiles of this category shall be divided into classes, as detailed below. It is permitted to fit a bolted safety roll- bar in accordance with the provisions of Appendix J of the FIA regulations.

Category C:
"Special vehicles" on at least four wheels, and which are propelled otherwise than through their wheels. These records may be subdivided according to the type of engine used (turbo-jet, rocket, etc.).

Category D:
Drag racing cars in accordance with MSA's regulations.

Category E:
SUV (Sports Utility Vehicles) A raised fixed roof closed body with three or five doors including rear door; five to seven seats; with four wheel drive and varying degrees of off-road capabilities series-production automobiles recognised as such by MSA. For the attempt, the fuel used must comply with the provisions of GCR 240 as contained in the MSA Hand Book. Automobiles of this category shall be divided into classes, as detailed below. It is permitted to fit a bolted safety roll- bar in accordance with the provisions of Appendix J of the FIA regulations.

For all categories:
The use of FIA-homologated seats and safety belts and of hand-operated extinguishers is recommended. Suitable safety clothing (including crash helmet) must be worn by the driver(s)/rider(s) when undertaking a record attempt.

CATEGORIES AND GROUPS		CLASSES	
CATEGORY A - Special Automobiles:		**Cylinder capacity:**	
Group I	Reciprocating 2 or 4 stroke engine, with supercharger	1	Up to 250 cc
Group II	Reciprocating 2 or 4 stroke engine, without supercharger	2	Over 250 cc to 350 cc
Group III	Diesel cycle engine, with supercharger	3	Over 350 cc to 500 cc
Group IV	Diesel cycle engine, without supercharger	4	Over 500 cc to 750 cc
Group V	Rotary engine, with supercharger	5	Over 750 cc to 1100 cc
Group VI	Rotary engine, without supercharger	6	Over 1100 cc to 1500 cc
Group VII	Solar powered	7	Over 1500 cc to 2000 cc
Group VIII	Electrical engine	8	Over 2000 cc to 3000 cc
Group IX	Turbine engine	9	Over 3000 cc to 5000 cc
Group X	Steam engine	10	Over 5000 cc to 8000 cc
Group XI	Hybrid engine	11	Over 8000 cc
Group XIV	Fuel Cell engine		
Group XV	Hydrogen reciprocating engine		

CATEGORY B - Series production cars:

Group I	Reciprocating 2 or 4 stroke engine, with supercharger
Group II	Reciprocating 2 or 4 stroke engine, without supercharger
Group III	Diesel cycle engine, with supercharger
Group IV	Diesel cycle engine, without supercharger
Group V	Rotary engine, with supercharger
Group VI	Rotary engine, without supercharger
Group XII	T1 homologated cars, with supercharger
Group XIII	T1 homologated cars, without supercharger

Cylinder capacity:

1	Up to 500 cc
2	Over 500 cc to 600 cc
3	Over 600 cc to 700 cc
4	Over 700 cc to 850 cc
5	Over 850 cc to 1000 cc
6	Over 1000 cc to 1150 cc
7	Over 1150 cc to 1400 cc
8	Over 1400 cc to 1600 cc
9	Over 1600 cc to 2000 cc
10	Over 2000 cc to 2500 cc
11	Over 2500 cc to 3000 cc
12	Over 3000 cc to 3500 cc
13	Over 3500 cc to 4000 cc
14	Over 4000 cc to 4500 cc
15	Over 4500 cc to 5000 cc
16	Over 5000 cc to 5500 cc
17	Over 5500 cc to 6000 cc
18	Over 6000 cc

COMMERCIAL VEHICLES
Open to standard production commercial vehicles (‘bakkies’) recognised as such by MSA.

CATEGORIES Category A:
2-wheel drive, normally aspirated petrol engines

Category B:
4-wheel drive, normally aspirated petrol engines

Category C:
2-wheel drive, forced induction petrol engines

Category D:
4-wheel drive, forced induction petrol engines

Category E:
2-wheel drive, normally aspirated diesel engines

Category F:
4-wheel drive, normally aspirated diesel engines

Category G:
2-wheel drive, forced induction diesel engines

Category H:
4-wheel drive, forced induction diesel engines

CLASSES

Cylinder capacity:

1 Over 1000 cc to 1150 cc
2 Over 1150 cc to 1400 cc
3 Over 1400 cc to 1600 cc
4 Over 1600 cc to 2000 cc
5 Over 2000 cc to 2500 cc
6 Over 2500 cc to 3000 cc
7 Over 3000 cc to 3500 cc
8 Over 3500 cc to 4000 cc
9 Over 4000 cc to 4500 cc
10 Over 4500 cc to 5000 cc
11 Over 5000 cc to 5500 cc
12 Over 5500 cc to 6000 cc
13 Over 6000 cc

REGULATIONS IN RESPECT OF STANDARD PRODUCTION VEHICLES / ENDURANCE RECORDS

a) The manufacturer concerned must make one 'showroom' example of each vehicle available following the attempt, to enable MSA to ascertain that the vehicles used for the attempt were in fact 'standard'. MSA will draw vehicles from dealer stock and the onus is on the manufacturer to make the necessary arrangements in this regard.

b) Only options as supplied 'ex-factory' will be permitted (no dealer options).

c) Tonneau covers may be used on commercial vehicles.

d) Vehicles used must appear 'as standard' at all times during the attempt.

e) Fuel fillers may be swapped from unleaded to leaded specification (bigger bore) to facilitate re-fuelling.

f) Drivers must vacate vehicles while re-fuelling is in progress.

g) Chassis, engines, gearboxes and axle housings may not be changed from the original during the attempt.

h) Legitimate accident damage may be repaired, subject to prior approval from the MSA officials.

i) The method of re-fuelling must comply with prevailing governmental legislation.

j) Tyres must be suitable for commercial use and wheel rims must be standard, or factory approved options, for the vehicle concerned.

k) Radiator fans must be standard and operational throughout the attempt.

l) Radiator cowls, if fitted, must remain standard and in place throughout the attempt.

m) All normal systems (power steering, etc.), electrical and otherwise, must be operational or capable of operation (in the case of air-conditioning systems) at all times.

n) Air cleaner systems (including elements and canisters) must remain standard.

o) The standard spare wheel must remain in its standard location throughout the attempt.

p) Ride heights must remain within 5% of the standard factory specification at all times.

q) Exhausts and silencers must remain standard.

r) Brakes (front and rear) must remain standard and operational throughout the attempt.

s) Drive pulleys for accessories may not be changed to a different size from standard, and may not be disconnected.

t) Fuel used must comply with MSA specifications (in the case of petrol) or SABS specifications (in the case of diesel).

u) In the case of turbocharged/supercharged vehicles, turbochargers/superchargers must remain standard, as must their boost settings.

v) The locks on fuel filler flaps/caps may be removed or rendered inoperable.

MOTORCYCLES

Category I
Motorcycles propelled by the action of one wheel in contact with the ground.

Group A1 – Solo motorcycles
Two-wheeler vehicles that make only one track on the ground.

Group A2 – Scooters
Motorised vehicle with two wheels, providing a seat for the rider and having a free space in front of the seat for the rider's legs (for a more detailed description, see FIM Technical Regulations).

Class	Over (cc)	Up to (cc)
50	-	50
80	50	80
100	80	100
125	100	125
175	125	175
250	175	250
350	250	350
500	350	500
750	500	750
Supermono		4-stroke 800 single cylinder
1000	750	1000
1300	1000	1300
Unlimited	1300	Open

Category II
Special vehicles propelled by the action of one or more wheels in contact with the ground, and which do not fall within Category I.

Category III Electric vehicles

Category IV
Special vehicles not propelled by wheels in contact with the ground.

NOTE: For more detailed information concerning the above-mentioned categories, see the FIM Technical Regulations.

11.4 TIMES AND DISTANCES RECOGNISED

The recognised times and distances are as follows:

- Distance record (flying start): 1 km
- Acceleration records (standing start): 1/4 mile (402,34 m) - 1 kilometre
- Distance records in kilometres (standing start): 50-100-200-500-1000–2000-5000-10 000
- Time records in hours (standing start): 1 - 3 - 6 - 12 - 24 - 48 – 72

11.5 GENERAL CONDITIONS

a) It is forbidden to use the term "record" in the name of any event that is not run in compliance with these regulations.

b) MSA shall have the sole discretion to approve, or reject, drivers/riders proposed to be utilised for a record attempt (in this regard, any driver/rider may be required to supply

justification of his/her experience and/or competence).

c) Drivers/riders taking part in attempts must be in possession of valid competition licences issued by MSA (these licences will be issued on a free of charge basis where the driver/rider does not already hold a competition licence). Depending on the nature and location of the attempt, MSA may also require the driver/rider to be in possession of a valid provincial driver's licence. Such licences must be available for inspection at any time during the attempt.

d) Suspended or disqualified competitors may not participate in record attempts.

e) Foreigners must have the written authorisation of their own ASN.

11.6 RESPONSIBILITIES OF PROMOTERS/ORGANISERS

The promoters/organisers of a record attempt shall:

a) Provide the venue for the attempt (subject to MSA approval);

b) Ensure that side roads (where applicable) are properly controlled;

c) Ensure that the public are kept away or are confined to area/s approved by the MSA Steward;

d) Undertake the necessary liaison with local authorities (police, traffic police, etc.);

e) Supply a surveyor's certificate, certifying that the venue to be used complies with the requirements of these regulations as regards gradient, distances, etc.;

f) Arrange for the attendance of medical services to the satisfaction of MSA (including the provision of an evacuation helicopter where required by MSA);

g) Arrange for the attendance of a suitably-equipped rescue vehicle (which must contain "jaws of life" or similar extrication equipment);

h) Provide refreshments to all the officials controlling the attempt, and accommodation where required;

i) Ensure that the competing vehicle/s display MSA decals of a reasonable size in positions approved by MSA and/or the MSA Steward, at all times during the attempt and during any post- attempt publicity campaigns.

11.7 COURSE

a) The venue/course to be used for the attempt must be approved by MSA.

b) Distances shall be measured along the centre line of the road by a qualified surveyor.

c) During an attempt, no vehicle is allowed to use the track besides those taking part in the attempt and, in exceptional circumstances, official and/or service vehicles.

d) For records up to 1 kilometre, the course shall have a maximum gradient of 1%. In the case of a flying start, this gradient limit will apply to the measured kilometre plus the two extensions of one kilometre each at each end of the measured kilometre (the course must be covered in both directions).

e) For acceleration records (1/8 and 1/4 mile), two runs must be covered, in the same direction or not, and on the same track.

f) The duration of the attempt may not exceed 1 hour including the return run.

g) The direction of the running on a closed course (track or circuit) is free.

h) For endurance-type records taking place on a circuit where all curves are in the same direction, the direction of the running may be reversed every 5000 km during the attempt. This shall be done by passing the start/finish line at the end of a lap and then turning back and passing over it again in the opposite direction at the beginning of the following lap, without stopping.

11.8 PROCEDURES IN RESPECT OF AN ATTEMPT AT A RECORD

a) For attempts at any South African record, written application must be made to MSA at least three months prior to the proposed dates for the attempt. No record attempt will be allowed within 60 days of another attempt.

b) In making an application for a record attempt, the applicant and the driver(s)/rider(s) involved agree to exonerate MSA from any, and all, liability that may arise in connection with the attempt.

c) A deposit of R 2000, to cover administrative costs, must accompany the above mentioned application. Should the attempt not go ahead, for whatever reason, this deposit shall be forfeited. In all other cases, the deposit paid shall be deducted from monies owing to MSA in respect of supervising the attempt (see below).

d) The fees payable to MSA for the supervision of a record attempt shall be advised on application.
When advising the fee payable, MSA shall stipulate what aspects will be covered by said fee. All other costs shall be for the promoter/organiser's account.
These fees (less deposit) are payable no later than two weeks prior to the scheduled date for the attempt.
Where endurance records are concerned, a higher fee paid shall include those records which fall within the record attempt paid for.
In the event of a record attempt being cancelled after the fee has been paid but before it starts, MSA shall have the right to retain 10% of the total fee payable (inclusive of the R 2000 deposit). Once a record attempt starts (and even if it needs to be terminated prematurely), MSA shall be entitled to retain the full fee paid.

e) MSA may require the organiser/promoter of the proposed attempt to provide confirmation from a qualified surveyor that the venue/circuit to be used complies with the relevant requirements regarding distance and/or gradient.

f) Suitable emergency and medical services shall be in place for the attempt. These may be arranged by MSA on the promoter/organiser's behalf or, alternatively, by the promoter/organiser directly, subject to MSA approval.

g) Where a standard production vehicle is to be used for the attempt, the promoter/organiser shall provide MSA with sufficient information (workshop manuals, etc.) to enable the latter to verify that the vehicle complies with the standard specification.

h) The promoter/organiser of the attempt, or the driver/rider, shall be required to supply MSA with written confirmation from the relevant tyre manufacturer that the tyres to be used for the attempt are suitable, bearing in mind the vehicle to be used, the weight thereof and the speeds anticipated to be reached.

11.9 OFFICIALS REQUIRED

a) The officials in charge of the supervision of the attempt must be sufficient in number to ensure that the attempt is made in conformity with these regulations.

b) MSA shall nominate the following officials:

- An MSA Steward who shall have the ultimate authority in respect of all matters in connection with the running of the attempt. Amongst other rights, he/she shall be empowered to stop the attempt, suspend it or to modify the programme thereof for safety reasons.
- Where appropriate, marshals in sufficient number to ensure the smooth and safe running of the attempt.
- One or more scrutineers to take responsibility for the scrutineering of the vehicle/s both before and after the attempt, as appropriate.
- Timing officials to ensure the effective timing of the attempt.
- Where applicable, a Clerk of the Course and Assistant, to take control of the physical running of the attempt.

11.10 CONTROL

The officials in charge of the control of an attempt will:

a) Before the beginning of the attempt, check the driver(s)/rider(s) competition licence(s) and their identities.

b) Where preliminary scrutineering has taken place, ensure that the report of the scrutineer(s) is favourable.

c) Ensure that the course and all installations are ready for the beginning of the attempt.

d) During the attempt: They will make sure that each start and each operation or manoeuvre is in compliance with the regulations and will particularly ascertain the identity of

the driver(s)/rider(s) at each change of driver/rider (where applicable). They must supervise the driving/riding of the car/motorcycle along the course, and intervene on the spot in the case of a stop along the course to enquire regarding the reason for the stop, and supervise the successive operations and manoeuvres carried out by the driver/rider. Finally they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, break-down vehicle, etc.).

e) Should dangerous conditions appear, for whatever reason, they shall immediately inform the MSA Steward, who will decide upon the advisability of stopping the attempt, suspending it or modifying the programme.

f) At the end of the attempt (or after it has been suspended on request of the competitor): They will hand the vehicle over to the scrutineer(s) for verification or the affixing of seals so that none of the parts to be verified can be modified.

11.11 CONTROL STATIONS (ENDURANCE-TYPE ATTEMPTS)

The stations shall be located along the side of the track and be equipped with the necessary facilities to receive and protect the staff and material provided for each station. The prescribed stations are the following: one next to the start line, one next to the finish line (or a single station if these two lines coincide) and intermediate stations in sufficient number to be placed at a maximum interval of 5 km, in order to permit efficient control along the whole length of the course. In any case, a vehicle shall not be out of sight for more than one minute during its travel.

The station near the start line will be the main station where any operation allowed will be carried out. On request of the competitor, some of the stations may be used as refuelling stations and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than two per 5 km of track. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section not exceeding 40 metres in length.

11.12 SCRUTINEERING

a) Scrutineering (before, during or after the attempt) shall be conducted as appropriate, as directed either by MSA and/or the MSA Steward.

b) The scrutineering conducted shall be to ascertain the safety and/or eligibility of the vehicle(s) being used for the attempt.

c) Where seals have been placed on a vehicle, their integrity must be verified prior to any scrutineering taking place.

d) The competitor shall make the vehicle(s) available for scrutineering as and when required and, if necessary, have it transported, at his own expense and under control of the official in question, to the nearest suitable work-shop.

e) At the end of each verification, the scrutineer(s) shall submit a report to the Chief Steward.

11.13 CONDITIONS GOVERNING THE RUNNING OF AN ATTEMPT

a) The MSA Steward shall authorise the start of the attempt.

b) At the main station and re-fuelling stations, the vehicle may be pushed with the help of the staff, within the limits of the station. The vehicle must be stationary (with or without engine running) before restarting and it must start by its own means of propulsion under the control of an official.

c) In the case of their simultaneously being several vehicles on the track, they must not interfere with each other.

d) During the attempt, only the driver/rider shall be aboard the vehicle.

e) During endurance-type attempts, re-fuelling and replenishment of water and oil may only take place in the pits (not on the circuit).

f) If a vehicle stops during an attempt, it may be restarted by its own means and continue.

g) Should a vehicle stop along the course, the driver/rider may push it (without any

outside assistance) to the nearest station for authorised replenishment or repairs to enable the vehicle to resume the attempt.

h) Body panels, window glass and exhaust systems are deemed to be replenishment materials and may be replaced freely during the attempt.

i) Operations at main and re-fuelling stations may be carried out with the assistance of the staff using authorised spare parts, auxiliary materials and tools of the station. The vehicle must be stationary during such operations.

j) Vehicles may not continuously ride in the slipstream of one another during the attempt. In general, a distance of at least 50 meters must separate vehicles on the track at the same time. Failure to comply in this regard shall entail an initial warning, followed by the exclusion of the offending vehicle/s if the warning is not heeded.

k) In an endurance-type attempt, involving multiple vehicles, only one of them can break a particular record in its class.

l) Vehicles undertaking an endurance-type record attempt must be easily distinguishable from one another (ideally, they should be of different colours). Identification lights must be displayed to allow recognition at night.

11.13.1 Authorised operations at the main station

a) All operations concerning r e -fuelling, cleaning, tuning, fitting, repairs, welding and the replacement of wheels, tyres, spark plugs and injectors, are authorised. Welding of the fuel tank and/or its lines and attachments are however not allowed in any station and can only be carried out in a designated area, under the supervision of the MSA Steward or appointed official.

b) The station may have tools, materials and equipment similar to that of a normal road service station to lift, clean, lubricate, inflate tyres, balance and align wheels, replenish all fluids and effect small mechanical and electrical repairs to the vehicle(s).

c) Replenishment materials shall be deemed to be wheels, tyres, spark plugs, injectors, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems shall also be considered as replenishment materials.

11.13.2 Authorised operations at refuelling stations

Replenishment is permitted at the designated stations. Any other operation not provided for at these stations may only be made by the driver alone using the parts, tools and materials authorised for the record attempt.

11.13.3 Operations outside of a station or along the course

The only operations permitted shall be those made by the driver alone using the parts, materials and tools authorised for the record attempt and without any outside assistance.

11.13.4 Carrying of tools, etc.

a) All spare parts, auxiliary materials, tools and ballast to be carried on the vehicle shall be properly positioned and firmly secured.

b) For endurance-type attempts, all spare parts and auxiliary materials not carried by the vehicle shall be at the main station.

c) The total weight of the spare parts, auxiliary materials, tools and ballast to be carried by the vehicle shall not exceed 5% of the homologated or declared weight of the vehicle, plus 20 kg. The weight of the replenishment material is free.

11.14 TIMEKEEPING

a) The timing of all record attempts shall be undertaken by MSA-appointed timing officials, using automatic timing equipment accurate to 1/1000th of a second.

b) The computation of speeds will be made as follows:

- For records on an open course (i.e. not a closed circuit), the average speed retained for the establishment of the record will be calculated on the basis of the average of the times registered on consecutive runs in opposite directions within one hour. Record time with an accuracy of 1/1000th of a second and calculate the mean time with an accuracy of 1/1000th of a second. Calculate and record speed with an accuracy of 1/100th of km/h.

- For **distance** records on a closed course, the car must cross the finish line at the end of the lap during which the record distance has been covered. Once the average speed of this last lap has been calculated (V), the time required to cover at this speed (V) the section of track necessary to reach the distance of the record, will be added to the times recorded to cover the previous laps. If circumstances allow, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the record.

- For **time** records on a closed course, the vehicle must cross the finish line at the end of the lap during which the time of the record to be recognised has elapsed. The average speed of this last lap will then be calculated (V) and the extra distance necessary to reach, at this speed (V), the duration of the record will then be added to the distance covered during the previous laps. Whenever it can be proved that the car has stopped on the course at the time limit for the record, and at the competitor's express request, the distance between the point of stopping and the finish line (extra distance) may be measured and added to the distance covered during the previous laps. In any case, the performance will only be recognised as valid if the car has actually been running during a period of time at least equal to 90 % of the record duration; the average speed of the record then being calculated on the basis of this duration.

c) Whatever the reason, it is not permitted to correct, square up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.

d) **A new record will only be recognised if it represents an improvement of at least 1% over the previous record.**

e) During a record attempt, the timing officials shall keep the promoters/organisers constantly posted with regard to speeds achieved, records coming up, etc.

f) At the end of the attempt, the timekeepers will compile a report and submit it to the MSA Steward, together with the genuine records of times achieved.

11.15 JURISDICTION AND CONDITIONS OF RECOGNITION

MSA will make a decision as regards applications for recognition of records established on its territory; the FIA or the FIM will make a decision as regards applications for recognition of international and world records.

11.16 PUBLICATION OF RECORDS

a) Whilst awaiting recognition, the competitor may not publish, or have published, distribute or have distributed the results of an attempt at a national, international or world record except with the authorisation of MSA.

b) Even with such authorisation, the results may not be published or circulated without the statement "Subject to MSA recognition" in clearly visible letters.

c) Non-compliance with this prescription may entail the refusal of the recognition, in addition to any penalties that MSA may inflict.

SOUTH AFRICAN SPRINT RECORDS - MOTORCYCLES

Type	Grou	Cat.	Class	Rider	Machine	Record	Date
Flying mile	A1	I	750	Vic Proctor	Vincent Black Lightning	149,9 mph 241,240 kmph	23/05/1952
Flying km	A1	I	1300	John Mountain	Kawasaki ZZR 1100	305,162 kmph	25/02/1998
Flying km	A1	I	Unlimited	Neels Geldenhuis	Suzuki Hayabusa 1600 Turbo	348,359 kmph	28/10/2005
Overall SA land speed record	**A1**	**I**	**Unlimited**	**Neels Geldenhuis**	**Suzuki Hayabusa 1600 Turbo**	**348,359kph**	**28/10/2005**

SOUTH AFRICAN SPRINT RECORDS - CARS

Type	Group	Category	Class	Driver	Vehicle	Record	Date
Flying mile	II	A (Special automobiles)	9	David Piper	Ferrari P4 prototype (3999cc)	189,41 mph 304,825 kmph	29/11/1967
Flying mile	II	A	10	Mike de Udy	Lola Chev (5922cc)	191,8 mph 308,671 kmph	13/01/1968
Standing km	I	A	8	Mark Jones	BMW E36 328i Turbo	22.731 sec	07/04/2010
Standing km	I	A	9	Sav Gaultieri	BMW E46 M3 Turbo	20.889 sec	07/04/2010
Standing km	I	A	10	Peter Manelis	Pontiac Trans-Am (6998cc)	24,3175 sec	18/03/1990
Flying km	I	A	8	Sarel van der Merwe Turbo 2.2	Audi Quattro Turbo 2.2	358,923 kmph	29/11/1988
Flying km	I	A	10	Willie Hepburn	Pontiac Trans-Am (6998cc)	372,401 kmph	18/03/1990
Flying km	II	A	11	Grant van Schalkwyk	"Spirit of Dunlop" (9500cc)	388,538 kmph	16/08/2002
Flying km	II	B (Standard production)	11	Deon Joubert	BMW M3	272,274 kmph	21/02/1995

Flying km	I	B	13	Mike Griffiths	Porsche 911 GT 2	287,633 kmph	19/08/2002
Overall SA Flying km		**C (Special Vehicles)**		**Johan Jacobs**	**"Showdown" Jet Car**	**504,554 kmph**	**28/10/2005**
Overall SA Standing km		**C**		**Johan Jacobs**	**"Showdown" Jet Car**	**9,88 sec**	**28/10/2005**
Flying km	I	B (Standard Production)	11	Jean Pierre Joubert	Jaguar F type 3.0 SC S Convertible	262.260 kmph	28/02/2015
Flying km	I	B (Standard Production)	14	Brian Hastie	Jaguar XJR 4.2	237.130 kmph	28/02/2015
Flying km	I	B (Standard Production)	15	Dawie Olivier	Jaguar F-type 5.0 SC R Coupe	294.680 kmph	28/02/2015
Flying km	III	B (Standard Production)	10	Dawie Olivier	Jaguar XF 2.2 D	211.010 kmph	28/02/2015
Flying km	III	B (Standard Production)	11	Brian Hastie	Jaguar XJ 3.0 D	235.540 kmph	28/02/2015
Flying km	I	E (Sports Utility Vehicles)	15	Rory Beatie	Land Rover Range Rover Sport 5.0 SC	250.620 kmph	28/02/2015
Flying km	III	E (Sports Utility Vehicles)	14	Dawie Olivier	Land Rover Range Rover Sport 4.4D	213.525 kmph	28/02/2015
Overall SA Standard Production Land speed record	**I**	**B (Standard Production)**	**15**	**Jaguar South Africa (Dawie Olivier)**	**Jaguar F-type 5.0 SC R Coupe**	**294.680 kmph**	**28/02/2015**
Overall SA land speed record		**C**		**Johan Jacobs**	**"Showdown" Jet Car**	**504,554 kmph**	**28/10/2005**

OVERALL (IRRESPECTIVE OF CLASS) – CATEGORY "B" (STANDARD PRODUCTION CARS)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	203.915	203.915	Opel Kadett 2.0 GSi 16V	02/08/89	1
3	606.228	202.076	Opel Kadett 2.0 GSi 16V	02/08/89	1
6	1226.928	204.488	Opel Kadett 2.0 GSi 16V	02/08/89	1
12	2457.598	204.800	Opel Kadett 2.0 GSi 16V	02/08/89	1
24	4900.126	204.172	Opel Kadett 2.0 GSi 16V	02/08/89	1
48	9172.246	191.088	Opel Kadett 2.0 GSi 16V	18/08/88	2
72	13658.566	189.702	Opel Kadett 2.0 GSi 16V	19/08/88	2

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00h14m 59.451	200.122	Opel Kadett 2.0 GSi 16V	02/08/89	3
100	00h29m 37.028	202.585	Opel Kadett 2.0 GSi 16V	02/08/89	3
200	00h58m 57.177	203.898	Opel Kadett 2.0 GSi 16V	02/08/89	3
500	02h26m 56.953	204.152	Opel Kadett 2.0 GSi 16V	02/08/89	3
1000	04h53m 38.502	204.331	Opel Kadett 2.0 GSi 16V	02/08/89	3
2000	09h46m 10.977	204.714	Opel Kadett 2.0 GSi 16V	02/08/89	3
5000	24h28m 57.073	204.227	Opel Kadett 2.0 GSi 16V	03/08/89	3
10000	52h25m 31.527	190.747	Opel Kadett 2.0 GSi 16V	18/08/88	2

SOUTH AFRICAN ENDURANCE RECORDS - CARS

CATEGORY "B" CLASS 10 (2001 – 2500cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	191.375	191.375	BMW 325 iS	24/06/87	5
3	569.270	189.757	BMW 325 iS	24/06/87	5
6	1143.405	190.568	BMW 325 iS	24/06/87	5
12	2281.445	190.120	BMW 325 iS	24/06/87	5
24	4559.498	189.979	BMW 325 iS	25/06/87	5
48	8064.131	168.003	BMW 325 iS	25/06/87	5

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00h15m 58.356	187.822	BMW 325 iS	24/06/87	5
100	00h31m 35.080	189.966	BMW 325 iS	24/06/87	5
200	01h02m 40.599	191.459	BMW 325 iS	24/06/87	5
500	02h37m 08.764	190.905	BMW 325 iS	24/06/87	5
1000	05h14m 24.423	190.835	BMW 325 iS	24/06/87	5
2000	10h29m 02.781	190.765	BMW 325 iS	24/06/87	5
5000	26h19m 13.181	189.967	BMW 325 iS	25/06/87	5

CATEGORY "B" CLASS 9 (1601 – 2000cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	203.915	203.915	Opel Kadett 2.0 GSi 16V	02/08/89	1
3	606.228	202.076	Opel Kadett 2.0 GSi 16V	02/08/89	1
6	1226.928	204.488	Opel Kadett 2.0 GSi 16V	02/08/89	1
12	2457.598	204.800	Opel Kadett 2.0 GSi 16V	02/08/89	1
24	4900.126	204.172	Opel Kadett 2.0 GSi 16V	02/08/89	1
48	9172.246	191.088	Opel Kadett 2.0 GSi 16V	18/08/88	2
72	13658.566	189.702	Opel Kadett 2.0 GSi 16V	19/08/88	2

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00h14m 59.451	200.122	Opel Kadett 2.0 GSi 16V	02/08/89	3
100	00h29m 37.028	202.585	Opel Kadett 2.0 GSi 16V	02/08/89	3
200	00h58m 57.177	203.898	Opel Kadett 2.0 GSi 16V	02/08/89	3
500	02h26m 56.953	204.152	Opel Kadett 2.0 GSi 16V	02/08/89	3
1000	04h53m 38.502	204.331	Opel Kadett 2.0 GSi 16V	02/08/89	3
2000	09h46m 10.977	204.714	Opel Kadett 2.0 GSi 16V	02/08/89	3
5000	24h28m 57.073	204.227	Opel Kadett 2.0 GSi 16V	03/08/89	3
10000	52h25m 31.527	190.747	Opel Kadett 2.0 GSi 16V	18/08/88	2

CATEGORY "B" CLASS 7 (1151 – 1400cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	166.857	166.857	Opel Kadett 1300	16/08/88	4
3	503.494	167.831	Opel Kadett 1300	16/08/88	4
6	1001.018	166.836	Opel Kadett 1300	16/08/88	4
12	1984.638	165.386	Opel Kadett 1300	17/08/88	4
24	3978.420	165.767	Opel Kadett 1300	17/08/88	4
48	7938.289	165.381	Opel Kadett 1300	18/08/88	4
72	11855.607	164.661	Opel Kadett 1300	19/08/88	4
Distance covered (km)	**Time (Hours)**	**Average speed (km/h)**	**Vehicle**	**Date**	**Team no.**
50	00h18m 13.188	164.656	Opel Kadett 1300	16/08/88	4
100	00h36m 06.114	166.196	Opel Kadett 1300	16/08/88	4
200	01h11m51.049	167.013	Opel Kadett 1300	16/08/88	4
500	02h58m 45.229	167.829	Opel Kadett 1300	16/08/88	4
1000	05h59m 33.174	166.874	Opel Kadett 1300	16/08/88	4
2000	12h05m 34.212	165.387	Opel Kadett 1300	17/08/88	4
5000	30h08m 02.386	165.926	Opel Kadett 1300	18/08/88	4
10000	60h37m 01.865	164.970	Opel Kadett 1300	20/08/88	4

TEAMS:

1. Nico Bianco, Mike Briggs, Nic de Waal, Colin Hastie, Jan Hettema, Willie Hepburn, Phil Hull, Derick Irving, Keith Jones, Peter Lanz, Grant McCleery, Deon Schoeman, Dick Sorensen, Neil Stephen, Rodney Timm, Roddy Turner, Toby Venter. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel
2. Mike Briggs, Graham Cooper, Hilton Cowie, Colin Hastie, Willie Hepburn, Jan Hettema, Derick Irving, Keith Jones, Tony Martin, Dick Sorensen, Rodney Timm, Chad Wentzel.
   Team co- ordinators: Peter Laird, Richard Farndell, Roger McCleery, Rolf Mentzel.
3. Nico Bianco, Mike Briggs, Nic de Waal, Colin Hastie, Jan Hettema, Willie Hepburn, Phil Hull, Derick Irving, Keith Jones, Peter Lanz, Grant McCleery, Deon Schoeman, Dick Sorensen, Neil Stephen, Rodney Timm, Roddy Turner, Toby Venter. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel.
4. Arthur Boyle, Kobus Campher, Geoff Dalgleish, Des Fenning, Brian Gilmore, Phil Hull, Grant McCleery, Cas Nothnagel, Roger Pearce, Deon Schoeman, Jeremy Sinek, John Stewart. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel.
5. Nico Bianco, Charles Britz, Norman Clark, Geoff Dalgleish, Graham Duxbury, Geoff Finney, Geoff Goddard, Colin Hastie, Jan Hettema, Keith Jones, Leon Joubert, Peter Lanz, Peter Lindenberg, Paddy O'Sullivan, Jeremy Sinek. **Team co-ordinators:** Tony Viana, Paul Weavers.

CATEGORY "B" GROUP II CLASS 6 (1000- 1150cc)

Time (hours)	Distance covered (km)	Average speed(km/h)	Vehicle	Date	Team no.
1 Hr	149.85	149.850	Chery QQ3	02/09/2008	1
3 Hr	452.55	150.849	Chery QQ3	03/09/2008	1
6 Hr	908.09	151.349	Chery QQ3	04/09/2008	1
12 Hr	1813.19	151.099	Chery QQ3		
24 Hr	3623.37	150.974	Chery QQ3		
48 Hr	7261.73	151.286	Chery QQ3		

TEAMS:

1 - Charl Wilken, Gerrit de la Rey, Adrian Burford, Jacques Botha
2 - Hannes Visser, Scott Howden, Stuart Grant, Andre de Kock
3 - Andre Vermeulen, Leon Botha, Pierre Martins, Greg Bloomer

Distance covered (km)	Time (hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00h20m24.894	149.74	Chery QQ3	02/09/2008	3
100	00h40m33.866	150.72	Chery QQ3	02/09/2008	1
200	01h19m32.975	151.45	Chery QQ3	02/09/2008	2
500	03h19m04.817	150.84	Chery QQ3	02/09/2008	1
1000	06h36m54.943	151.32	Chery QQ3	02/09/2008	1
2000	13h15m22.964	151.02	Chery QQ3	03/09/2008	1
5000	33h02m51.143	151.36	Chery QQ3	03/09/2008	1

TEAMS:

1 - Pieter Oosthuizen, Steve Mearns, Wynter Murdoch, Sudhir Matai

CATEGORY "B" GROUP II CLASS 4 (700 - 850cc)

Time (hours)	Distance covered (km)	Average speed(km/h)	Vehicle	Date	Team no.
1 Hr	131.87	131.868	Chery QQ3	02/09/2008	1
3 Hr	407.59	135.864	Chery QQ3	02/09/2008	1
6 Hr	806.19	134.366	Chery QQ3	02/09/2008	1
12 Hr	1606.39	133.866	Chery QQ3	02/09/2008	1
24 Hr	3194.80	133.117	Chery QQ3	03/09/2008	1
48 Hr	6368.62	132.719	Chery QQ3	04/09/2008	1

Distance covered (km)	Time (hours)	Average speed	Vehicle (km/h)	Date	Team no.
50	00h23m08.609	132.086	Chery QQ3	02/09/2008	1
100	00h45m48.409	133.471	Chery QQ3	02/09/2008	1
200	01h29m36.389	134:454	Chery QQ3	02/09/2008	1
500	03h45m09.869	133:369	Chery QQ3	02/09/2008	1
1000	07h29m08.143	133:723	Chery QQ3	02/09/2008	1
2000	15h00m36.761	133:376	Chery QQ3	03/09/2008	1
5000	37h33m51.525	133:158	Chery QQ3	04/09/2008	1

SOUTH AFRICAN ENDURANCE RECORDS – COMMERCIAL VEHICLES
OVERALL (IRRESPECTIVE OF CATEGORY OR CLASS)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	170.041	170.041	Isuzu KB300 TDi	20/04/2010	GM 1
3	509.066	169.689	Isuzu KB300 TDi	20/04/2010	GM 1
6	1017.432	169.572	Isuzu KB300 TDi	20/04/2010	GM 1
12	2036.859	169.738	Isuzu KB300 TDi	21/04/2010	GM 1
24	4063.609	169.317	Isuzu KB300 TDi	21/04/2010	GM 1
48	8133.601	169.450	Isuzu KB300 TDi	22/04/2010	GM 1
72	12243.385	170.047	Isuzu KB300 TDi	23/04/2010	GM 1

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
5	00 h 17 m 36.968s	170.298	Isuzu KB300 TDi	18/11/2009	GM 4
0	00 h 35 m 12.746s	170.394	Isuzu KB300 TDi	18/11/2009	GM 4
10	01 h 10 m 19.353s	170.642	Isuzu KB300 TDi	18/11/2009	GM 4
0	02 h 57 m 01.073s	169.474	Isuzu KB300 TDi	20/04/2010	GM 1
20	05 h 53 m 35.711s	169.686	Isuzu KB300 TDi	20/04/2010	GM 1
0	11 h 47 m 48.371s	169.538	Isuzu KB300 TDi	21/04/2010	GM 1
50	29 h 31 m 23.198s	169.359	Isuzu KB300 TDi	21/04/2010	GM 1
0	58 h 54 m 13.138s	169.769	Isuzu KB300 TDi	23/04/2010	GM 1

CATEGORY A CLASS 4 (1600 – 2000 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	151.061	151.061	Toyota Hilux 2000	03/10/2003	4
3	446.294	148.764	Toyota Hilux 2000	03/10/2003	4
6	895.056	149.176	Toyota Hilux 2000	03/10/2003	4
12	1804.402	150.367	Toyota Hilux 2000	04/10/2003	4
24	3600.793	150.033	Toyota Hilux 2000	04/10/2003	4
48	7202.960	150.062	Toyota Hilux 2000	05/10/2003	4
72	10803.505	150.049	Toyota Hilux 2000	06/10/2003	4

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00 h 19 m 28.717	154.015	Toyota Hilux 2000	03/10/2003	4
100	00 h 39 m 46.775	150.831	Toyota Hilux 2000	03/10/2003	4
200	01 h 20 m 12.726	149.603	Toyota Hilux 2000	03/10/2003	4
500	03 h 24 m 50.175	146.458	Toyota Hilux 2000	03/10/2003	5
1000	06 h 46 m 04.045	147.759	Toyota Hilux 2000	03/10/2003	4
2000	13 h 20 m 46.124	149.856	Toyota Hilux 2000	04/10/2003	4
5000	33 h 19 m 09.717	150.063	Toyota Hilux 2000	04/10/2003	4
10000	66 h 35 m 51.269	150.156	Toyota Hilux 2000	06/10/2003	4

CATEGORY E CLASS 5 (2000- 2500 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	141.434	141.434	Toyota Hilux 2400D	03/10/2003	6
3	419.095	139.698	Toyota Hilux 2400D	03/10/2003	6
6	838.022	139.670	Toyota Hilux 2400D	03/10/2003	6
12	1667.267	138.939	Toyota Hilux 2400D	04/10/2003	6
24	3331.222	138.801	Toyota Hilux 2400D	04/10/2003	6
48	6639.475	138.322	Toyota Hilux 2400D	05/10/2003	6
72	9988.714	138.732	Toyota Hilux 2400D	06/10/2003	6
Distance covered (km)	**Time (Hours)**	**Average speed (km/h)**	**Vehicle**	**Date**	**Team no.**
50	00 h 20 m 43.782	144.720	Toyota Hilux 2400D	03/10/2003	6
100	00 h 42 m 10.908	142.241	Toyota Hilux 2400D	03/10/2003	6
200	01 h 25 m 13.613	140.801	Toyota Hilux 2400D	03/10/2003	6
500	03 h 35 m 12.655	139.398	Toyota Hilux 2400D	03/10/2003	6
1000	07 h 07 m 18.776	140.412	Toyota Hilux 2400D	03/10/2003	6
2000	14 h 25 m 22.400	138.668	Toyota Hilux 2400D	04/10/2003	6
5000	36 h 08 m 03.988	138.372	Toyota Hilux 2400D	05/10/2003	6
10000	N/A	N/A	N/A	N/A	N/A

CATEGORY A CLASS 6 (2500 – 3000 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	162.425	162.425	Toyota Hilux 2700i	03/10/2003	1
3	477.516	159.172	Toyota Hilux 2700i	03/10/2003	1
6	957.227	159.538	Toyota Hilux 2700i	03/10/2003	1
12	1912.816	159.401	Toyota Hilux 2700i	04/10/2003	1
24	3818.839	159.118	Toyota Hilux 2700i	04/10/2003	1
48	7659.604	159.575	Toyota Hilux 2700i	05/10/2003	1
72	11520.664	160.009	Toyota Hilux 2700i	06/10/2003	1
Distance covered (km)	**Time (Hours)**	**Average speed (km/h)**	**Vehicle**	**Date**	**Team no.**
50	00 h 18 m 02.688	166.253	Toyota Hilux 2700i	03/10/2003	1
100	00 h 36 m 38.463	163.751	Toyota Hilux 2700i	03/10/2003	1
200	01 h 14 m 01.715	162.099	Toyota Hilux 2700i	03/10/2003	1
500	03 h 08 m 29.388	159.160	Toyota Hilux 2700i	03/10/2003	1
1000	06 h 15 m 49.102	159.651	Toyota Hilux 2700i	03/10/2003	1
2000	12 h 32 m 16.322	159.515	Toyota Hilux 2700i	04/10/2003	1
5000	31 h 24 m 03.118	159.517	Toyota Hilux 2700i	04/10/2003	1
10000	62 h 31 m 43.475	159.926	Toyota Hilux 2700i	06/10/2003	1

CATEGORY G CLASS 4 (1600 - 2000 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h) Chevrolet Corsa	Date	Team no.
1	154.712	154.712	1.7 DTi Chevrolet Corsa	20/04/2010	GM 2
3	460.632	153.544	1.7 DTi Chevrolet Corsa	20/04/2010	GM 2
6	910.687	151.781	1.7 DTi Chevrolet Corsa	20/04/2010	GM 2
12	1821.346	151.779	1.7 DTi Chevrolet Corsa	21/04/2010	GM 2
24	3660.258	152.511	1.7 DTi Chevrolet Corsa	21/04/2010	GM 2
48	7335.126	152.815	1.7 DTi Chevrolet Corsa	22/04/2010	GM 2
72	11096.801	154.122	1.7 DTi Chevrolet Corsa	23/04/2010	GM 2

Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00 h 19 m 27.818s	154.134	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
100	00 h 38 m 55.636s	154.134	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
200	01 h 17 m 49.627s	154.188	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
500	03 h 15 m 20.902s	153.572	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
1000	06 h 32 m 49.983s	152.737	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
2000	13 h 07 m 36.182s	152.361	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
5000	32 h 48 m 43.995s	152.382	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2
10000	64 h 55 m 21.075s	154.030	Chevrolet Corsa 1.7 DTi	20/04/2010	GM 2

CATEGORY G CLASS 5 (2000 - 2500 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	160.320	160.320	Isuzu KB250 TDi	18/11/2009	GM 6
3	478.220	159.407	Isuzu KB250 TDi	18/11/2009	GM 6
6	957.329	159.555	Isuzu KB250 TDi	18/11/2009	GM 6
12	1915.759	159.647	Isuzu KB250 TDi	18/11/2009	GM 6
24	3823.402	159.308	Isuzu KB250 TDi	18/11/2009	GM 6
48	7623.398	158.821	Isuzu KB250 TDi	22/04/2010	GM 3
72	11495.567	159.661	Isuzu KB250 TDi	23/04/2010	GM 3
Distance covered (km)	**Time (Hours)**	**Average speed (km/h)**	**Vehicle**	**Date**	**Team no.**
50	00 h 18 m 37.918s	161.014	Isuzu KB250 TDi	18/11/2009	GM 6
100	00 h 37 m 15.836s	161.014	Isuzu KB250 TDi	18/11/2009	GM 6
200	01 h 13 m 56.036s	162.307	Isuzu KB250 TDi	18/11/2009	GM6
500	03 h 07 m 48.602s	159.736	Isuzu KB250 TDi	18/11/2009	GM 6
1000	06 h 15 m 36.870s	159.738	Isuzu KB250 TDi	18/11/2009	GM 6
2000	12 h 33 m 43.891s	159.208	Isuzu KB250 TDi	18/11/2009	GM 6
5000	31 h 29 m 12.713s	158.796	Isuzu KB250 TDi	22/04/2010	GM 1
10000	62 h 47 m 01.140s	159.277	Isuzu KB250 TDi	23/04/2010	GM 1

CATEGORY G CLASS 6 (2500 – 3000 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	170.041	170.041	Isuzu KB300 TDi	20/04/2010	GM 1
3	509.066	169.689	Isuzu KB300 TDi	20/04/2010	GM 1
6	1017.432	169.572	Isuzu KB300 TDi	20/04/2010	GM 1
12	2036.859	169.738	Isuzu KB300 TDi	21/04/2010	GM 1
24	4063.609	169.317	Isuzu KB300 TDi	21/04/2010	GM 1
48	8133.601	169.450	Isuzu KB300 TDi	22/04/2010	GM 1
72	12243.385	170.047	Isuzu KB300 TDi	23/04/2010	GM 1
Distance covered (km)	**Time (Hours)**	**Average speed (km/h)**	**Vehicle**	**Date**	**Team no.**
50	00 h 17 m 36.968s	170.298	Isuzu KB300 TDi	18/11/2009	GM 4
100	00 h 35 m 12.746s	170.394	Isuzu KB300 TDi	18/11/2009	GM 4
200	01 h 10 m 19.353s	170.642	Isuzu KB300 TDi	18/11/2009	GM 4
500	02 h 57 m 01.073s	169.474	Isuzu KB300 TDi	20/04/2010	GM 1
1000	05 h 53 m 35.711s	169.686	Isuzu KB300 TDi	20/04/2010	GM 1
2000	11 h 47 m 48.371s	169.538	Isuzu KB300 TDi	21/04/2010	GM 1
5000	29 h 31 m 23.198s	169.359	Isuzu KB300 TDi	21/04/2010	GM 1
10000	58 h 54 m 13.138s	169.769	Isuzu KB300 TDi	23/04/2010	GM 1