



## REGULATIONS AND SPECIFICATIONS FOR THE 2019 SPORTS & GT INTERPROVINCIAL CHALLENGE.

In addition to the Supplementary Regulations issued for various events, these basic rules and regulations will apply as if they form part of said Supplementary Regulations:

### 1. Eligibility.

- 1.1. The 2019 MSA Inter Provincial Sports & GT Challenge is open by invitation to all Sports & GT, Sports Racing and Prototype Sports Racing Cars, all with closed wheels, complying with technical regulations as published by SAES, MSA, and the FIA or as determined as eligible by the Organisers from time to time.
- 1.2. Drivers are required to hold the minimum of an MSA Regional Licence to compete in the MSA S&GT Interprovincial Challenge.
- 1.3. The aim of the Series will be to declare an overall MSA Interprovincial S&GT Champion
- 1.4. Class winners as listed in rules 6.1, 6.2, and 6.3.

### 2. Events.

The events will run on the same weekends as the SA Endurance Series. Events will consist of two 10 lap heats and a one hour endurance race. The Calendar for the 2018 South African Endurance Series as issued by MSA is:

Circuit	Event	Domicile	Distance	Date
1. Killarney	Campos 600	Cape Town	1 Hour	16 <sup>th</sup> March 2019
2. Aldo Scribante	4 Hour	Port Elizabeth	2 x 10 Laps 1 Hour as part of SAES 4 Hour	25 <sup>th</sup> May 2019
3. Zwartkops Raceway	4 Hour	Pretoria	2 x 10 Laps 1 Hour as part of SAES 4 Hour	29 <sup>th</sup> June 2019
4. EL GP Circuit	4 Hour	East London	2 x 10 Laps 1 Hour as part of SAES 4 Hour	3 <sup>rd</sup> September 2019

### 3. Entries.

- 3.1 The entry fee for each event shall be R1500.00 or as per event SR's.
- 3.2 All entry fees include MSA fees and transponder fees for one car and 6 entrance tickets.

Entry fees must be sent to:

SAES (Pty) Ltd  
Po Box 590  
Pinegowrie 2123  
[roger@afriod.co.za](mailto:roger@afriod.co.za)

Banking Details:

Bank: First National Bank  
Acc No: 62739097667  
Branch: 256755  
Swift: FIRZAJJ

The entry and closing dates for entries will be advised before each event.

#### **4. Drivers.**

- 4.1. A maximum of two drivers per car/entry/heat is allowed for all events.
- 4.2. A driver may drive for only one entry during an event.
- 4.3. One or two drivers may take part in a 1 Hour heat. If only one driver is used that driver must make a pit stop during the event and alight and re-enter the car.

#### **5. Tyres.**

- 5.1. Tyre type and size and the number thereof are free

#### **6. Classes.**

- 6.1. Sports Racing Cars: As per Appendix D of these regulations
- 6.2. Production Sports & GT Cars: As per Appendix D of these regulations.
- 6.3. Prototype Sports Racing Cars: As per Appendix D of these regulations.
- 6.4. The penalty for a false declaration will be exclusion from an event.
- 6.5. Vehicles with forced induction and all Rotary engine vehicles will be subject to an equivalency factor of 1.4 by which their actual capacity will be multiplied to determine a capacity for classing purposes.
- 6.6. Forced induction Rotary engines will be subject to an equivalency factor of 2.0
- 6.7. Forced induction is not permitted on Class S vehicles.

#### **7. Scoring.**

- 7.1. Points will be awarded as per Appendix B of these regulations.
- 7.2. To qualify for scoring, an entry must start (fall under starter's orders) or set a qualifying time during official qualifying at a minimum of three rounds of the series.
- 7.3. The Index of Performance target lap time is determined by taking the two fastest laps set by a car during the endurance race.

#### **8. Trophies per Race Meeting.**

Overall:

1<sup>st</sup> overall

2<sup>nd</sup> overall

3<sup>rd</sup> overall

Classes: As per Class list and the number of entries.

#### **9. Qualification as a Finisher.**

- 9.1. A vehicle must cross the finishing line under its own power on the circuit after the chequered flag has been shown to qualify as a finisher.

#### **10. In-car timing and Data Logging.**

In car timing is and data logging is permitted.

**11. Qualifying.**

- 11.1. Qualification times will only be taken from the official qualifying session for the event.
- 11.2. Vehicles failing to qualify in the official session will, at the discretion of the C.O.C, be placed at the back of the grid or their relative class.
- 11.3. A minimum qualifying time may be applied.

**12. Red Flag.** To be run as per MSA GCRs.**13. Fuel.**

- 13.1. A maximum of 100L on board fuel capacity is permitted unless a car has a greater fuel capacity as homologated by the FIA. Entrants must supply the organisers with the relevant FIA Homologation Document or Number so as to verify the fuel capacity of the car. Entrants not complying with any part of Rule 14 may be excluded with immediate effect. Refuelling during an event is not allowed.
- 13.2. Only Petrol and Diesel based fuels as specified by MSA GCR240 are allowed. Octane boosters specified as in GCR240 are allowed.

**14. Pit Lane.**

- 14.1. Only 5 technicians are allowed to work on a car whilst it is stopped in front of the Pit Garage on Pit Lane.
- 14.2. Wheels may be changed on the Pit Lane.
- 14.3. Fluids and lubricants, except fuel, may be checked and topped up on the Pit Lane.
- 14.4. No mechanical or electrical work may be carried out on the Pit lane.
- 14.5. Vehicles leaving the pit area may be assisted with a push by crew if it is attempting to pull off under its own power.

**15. Pit Garage.**

- 15.1. Car engines may not be started in the Pit Garage.
- 15.2. Cars must be pushed into and out of a Pit Garage.
- 15.3. There is no restriction on how many people may work on a car in a Pit Garage.
- 15.4. No fuel may be stored in the Pit Garage.
- 15.5. No smoking, alcohol or children under the age of 16 (sixteen) is/are permitted in the Pit Garage at any time.
- 15.6. If any major components are changed during the race approval must be obtained from a Scrutineer to rejoin the race after inspection of the repair.
- 15.7. Only persons wearing an accredited wrist band may enter the pit garage or pit service apron during an event.
- 15.8. All cars must use an environmental mat when in the pit garage or the pit lane as per Appendix 1 of these regulations

**16. Pit Wall.**

- 16.1. When the pit lane entrance is open only persons carrying an accreditation lanyard or wrist band are allowed on the pit wall area during a race, free practise and qualifying sessions.

## **17. Race Start and Finish Procedure.**

- 17.1 Race starts will be conducted by way of a rolling start unless otherwise stated in the event SR's.
- 17.2 The Pit Lane will be opened Fifteen Minutes, or as specified otherwise in the event SSRs, prior to the scheduled start of the race.
- 17.3 The pit lane exit will close Five minutes before the official race start and will reopen at the race start.

## **18. Outside Assistance.**

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

## **19. Lighting.**

- 19.1 All vehicles will be required to have the following lights operating at scrutineering and during an event as per 22.2, 22.5, 22.6 and 22.7.
- 19.2 Two operating Headlamps mounted in their original positions or as per 22.4. A headlamp may contain a multiplication of elements within the same housing.
- 19.3 A maximum of two additional front facing spotlights may be fitted.
- 19.4 Unless original equipment, no front facing lamp, as in 22.2 and 22.3 above, may be fitted so that the top of the lamp protrudes above a line drawn from the front of the cockpit area or the base of a wind screen to the highest forward part of the cars bodywork forward of the cockpit area with the exception of Lotus Seven type vehicles which must have their headlamps fitted in their traditional position. Any extra lamps as in 21.3 on this type of vehicle must be fitted lower than the two headlamps. No lamp may exceed 200mm in lens diameter or length.
- 19.5 Two operating tail lamps.
- 19.6 One operating Brake Light.
- 19.7 Front and rear working indicators.
- 19.8 Lights must be turned on when advised by race officials by way of a LIGHTS ON board which will be displayed at the start line for 3 Laps.
- 19.09 Vehicles which do not display the operating lights as specified in Rule 22 will be black flagged during an event and must return to the pits to repair any faults or damage.
- 19.10 No rear facing white coloured light is permitted.

## **20. Communications and Timing.**

- 20.1 All events will operate as an internet based system and there will be no paper records.
- 20.2 Teams must be equipped with the necessary Lap Tops, PCs etc to log onto the internet or wi-fi to follow the progress of the event and to receive instructions.
- 20.3 Screens will update as soon as the system allows.
- 20.4 Transponders may not be fitted to a driver's helmet.

**21. Car Recognition.**

- 21.1 A vehicle will retain the same number for a season. The number 1 (one) is reserved for the previous seasons overall winner.
- 21.2 The organisers reserve the right to fit sponsors decals to a car.
- 21.3 All cars will display the driver/s names/s and country of domicile.
- 21.4 Class declaration decals must be fitted as supplied by the organisers.

**22. Silencing.**

- 22.1 It is compulsory that cars do not exceed an exhaust noise level measured and set as per Appendix C of these regulations where stated in an events regulations. Silencers are not compulsory fitment.

**23. Tow Straps.**

- 23.1 All cars must be fitted with front and rear tow hooks or straps. Should a tow point not be available during a recovery the recovery crew will attached their towing equipment to any convenient point on a car and any ensuing damage will be for the responsibility of the entrant.

**24. Drivers Apparel.**

- 24.1 All drivers' apparel must be presented at scrutineering for examination. Race suits must comply with a minimum LEVEL 3 as specified in MSA GCR239. GCR239 will apply to all safety items.

**25. Bodywork.**

- 25.1 Cars may not take part in a qualifying session or a race without any part of the bodywork as presented at scrutineering.

**26 Documentation & Scrutineering.**

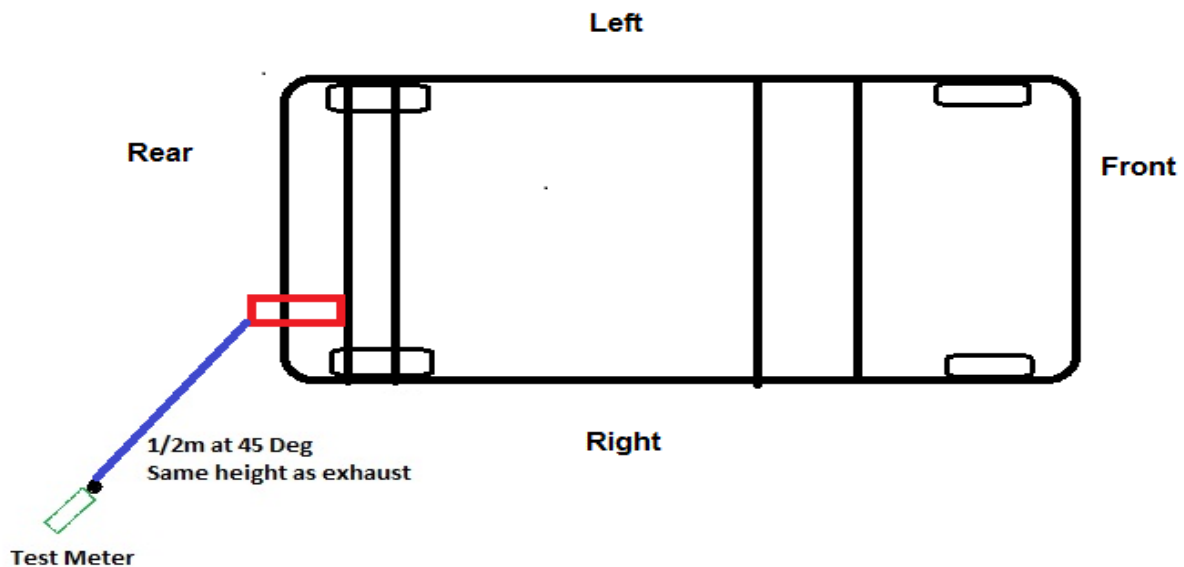
- 28.1 Documentation, scrutineering and qualifying will take place on Friday preceding the Saturday of each event unless advised otherwise in the event SR's.
- 28.2 Failure to attend Drivers Briefing by the Team Manager or all drivers will result in a drive through penalty for the Team concerned within the first five laps of the race.

**28. Appendix B – Points**

Position	All Classes
1	40
2	39
3	38
4	37
5	36
6	35
7	34
8	33
9	32
10	31
11	30
12	29
13	28
14	27
15	26
16	25
17	24
18	23
19	22
20	21
21	20
22	19
23	18
24	17
25	16
26	15
27	14
28	13
29	12
30	11
31	10
32	9
33	8
34	7
35	6
36	5
37	4
38	3
39	2
40	1

## 29. Appendix C – Sound Measurement Procedure

- 1.1 The measurement of sound levels will be made by placing the microphone at a distance of 50cm from the end of the exhaust pipe at a 45° angle and at the level of the exhaust outlet.
- 1.2 In the case of rear engine Sports and GT cars, the same test procedure as above may be carried out by placing the microphone at a distance of 2m from the end of the exhaust pipe at a 45° angle and at the level of the exhaust outlet.
- 1.3 Where more than one exhaust outlet is present on the machine, the test must be repeated for each exhaust outlet and the highest reading will be the representative reading.
- 1.4 In circumstances where the exhaust outlet is not immediately available or accessible, the test may be conducted at a distance of 2 meters from the centreline of the vehicle with the microphone at the same height as the exhaust outlet.
- 1.5 Background noise should be at least 10 dB (A) below the measured level. It is necessary that there is a minimum of 20 meters radius open flat space around the vehicle. Where possible, measurements must be taken as close as possible to the vehicle, at the defined distance to avoid background noise.
- 1.6 The static sound level limit at is 108dBA at the ½m test and 99dBA at the 2m test.
- 1.7 A drive by sound test may be conducted at a maximum sound level of 96dBA
- 1.8 Engines must be revved to 75% of the maximum (red line) limit for the test.



### 30. Appendix D – Classes

**GT3** - Cars complying with FIA GT3 Regulations.

Regulations for this class can be found under FIA Appendix J article 257A on the FIA website. Article 257A is to be applied in conjunction with the relevant Homologation document for a particular vehicle.

**GT4** - Cars Complying with FIA GT4 Regulations.

Regulations for this class can be found under FIA Appendix J Article 256 on the FIA website. Article 256 is to be applied in conjunction with the relevant FIA Homologation document for a particular vehicle.

**GT5** - GT cars which do not comply with GT3 or GT4 regulations. Only existing cars will be considered by the SAES Technical Team for this class.

**TCR** – TCR cars as per [TCR Series Regs.](#)

**Class V** – Sports Racing Cars up to 1999cc. Restricted and on application to SAES.

**Class S** – Sports Racing Cars up to 2999cc.

**Class T** – Sports Racing Cars 300CC and above.

**Class N** – Prototype Sports Racing Cars as permitted by the SAES Technical Team.



### 34. Appendix 1 – Environmental Mats

1. Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom). Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles is allowed by the organisers.
2. The whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.
3. In combination with the environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
4. Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container must be available at a designated point. Any damaged mats **MUST** be disposed off in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.
5. **For use on a concrete, tiles or closed surface a non absorbent groundsheet is considered adequate for use as an environmental mat.**
6. If required, absorbent environmental mats are available from MSA offices.

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