



MOTORSPORT SOUTH AFRICA NPC

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MSA NATIONAL GTC CIRCULAR 5 OF 2019

GLOBAL TOURING CARS – DRIVER CONDUCT GUIDELINES

The clear objective is that all racing will take place on the paved circuit. Contact of any nature, including so called rubbing, is highly undesirable during racing in the series. From race meeting to race meeting, any race damage must be repaired to a good standard and the controllers reserve the right to refuse to allow poorly turned out cars to compete. The controllers reserve the right to carry out vehicle inspections both pre and post race and require explanations as to the origin of any damage apparent. The aim is to ensure fast, competitive motorsport, where drivers use their skills to win races and championships on the track. The situations dealt with herein, relate to the behaviour of drivers in very competitive situations. The document is aimed at influencing drivers to race competitively but without destroying their own and/or other competitors' vehicles.

This document is not applicable to dealing with issues such as:

24. the ignoring of flag signals, or
25. the cutting of corners, or other similar contraventions of regulations cited in the MSA Handbook, for which there are clear remedies.

Driving behaviour will be strictly monitored by the Driver Conduct Panel (the panel), both at the circuit and through the medium of film footage following the race meeting.

ENTERING THE CORNER (PHASE 1)

Two or more cars entering the zone of a corner together it will be expected that each driver will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.

The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in “close proximity”.

“Close proximity” - It is normal for a challenging car to be in close proximity, by being at least one car length behind to the inside or outside of the lead car i.e. front bumper behind centre/B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.

The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area. The changing of direction by the lead car in the braking area is prohibited as this would lead to “baulking” of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA



sport & recreation
Department:
Sport and Recreation South Africa
REPUBLIC OF SOUTH AFRICA

Directors: A. Roux (Chairman), A. Scholtz (Chief Executive Officer), A. Taylor (Financial), F. Alibhai, D. Easom,
G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Themba, S. Van der Merwe

If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car ('alongside' being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

MIDDLE OF CORNER (PHASE 2)

If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.

It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger's front bumper is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger's fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore the bumping of the lead car behind the B pillar by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules.

The 'Y' or 'T' bone by a challenger on the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move, and will be deemed the fault of the challenger provided the lead car abided by the rules above.

The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.

EXITING THE CORNER (PHASE 3)

From the "apex" out, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit. This is exaggerated in front wheel drive cars and those drivers should exercise extra caution.

The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

THE PROCESS OF REVIEWING INCIDENTS AND APPLYING PENALTIES

Incident reports must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. However, the clerk of the course may request further incident reports outside of this time limit.

Driving incidents will only be dealt with in terms of this document if they are the subject of:

- an incident report from one or more competing driver/s; or
- an incident report from a member of the Driver Conduct Panel.

Reports from other sources may be reviewed, but the panel shall not be obliged to consider and treat the subject as an incident in terms of this document.

The panel has the power to act on incidents and apply penalties during race meetings, between races and at any time following a race meeting commensurate with evidence becoming available. All penalties will be applied through the appointed clerk of the course and shall be confirmed in writing.

Prior to the application of penalties, drivers will be given the opportunity to attend a hearing. Drivers will make themselves available for the hearing at a time and place nominated by the panel. A hearing will be considered to have properly taken place, and penalties may be imposed, even if the driver/drivers concerned fail to appear, provided that the members of the panel are satisfied that the driver/s were properly notified. The panel will, at their sole discretion, allow some flexibility in the timing of hearings. Findings, and any resultant penalties, will be advised to the competitor/s verbally and will be confirmed in writing by the clerk of the course.

Competitors involved in incidents are required to remain at the circuit until the incident under review has been dealt with and finalised.

**ISSUED BY: ALLISON ATKINSON (MSA SPORT COORDINATOR) ON BEHALF OF THE
CHAMPIONSHIP CONTROLLERS**

19 July 2019
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