



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

www.motorsport.co.za

2nd Floor, Meersig 1, Cnr. Upper Lake Lane & Constantia Boulevard, Constantia Kloof, Roodepoort. P.O. Box 6677, Weltevreden, 1715
e-mail: msa@motorsport.co.za Telephone (011) 675 2220 Fax: (011) 675 2219

MSA NATIONAL VW FALKEN POLO CUP CIRCULAR 5 OF 2019

The following amendments to the National VW Polo Cup Regulations are made with immediate effect:

15. DRIVER CONDUCT

Refer SSR's 46 to 66 (where applicable).

- a) Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
Each case will be reviewed separately. If a competitor loses 2 places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
- c) "Close proximity" - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.
- d) The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner.
(Eg. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner:
Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (eg, from a left hand corner to a right hand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.)
- e)
 - i) Push to Pass: Drivers using PTP must take extra care when making an overtaking manoeuvre as closing distances are amplified. The defending car must also be aware that the cars behind might be using PTP and take extra care when defending.
 - ii) Mirrors: Should a competitor's mirror be folded in, the onus is on the competitor to take extra care when involved in overtaking manoeuvre. Excuses such as "my mirror was folded in and I could not see behind" will not be accepted. If a competitor has a folded mirror he/she should leave enough room for both cars to take the corner without contact).
- f) **Straight Line racing and Sweeps**
 - i) If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.
 - ii) 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.
 - iii) Attention is drawn to rule 15e in regards to rule 15f, i & ii.
 - iv) Remembering, once the lead car has defended by changing direction, the lead car may not

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



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

make a 2nd change of direction.

Example of Sweeps:

- Cape Town:
 - T3
 - T5 to start line
- Zwartkops
 - T3
 - T7
- Scribante
 - T4
- East London
 - T2 (Rifle)
 - Right hand sweep Into the Esses.
- Redstar
 - TBC
- Kyalami
 - Right hand Sweep after the line

g) **Entering the Corner (Phase 1)**

- i) Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 15f).
- iii) Once the lead car has entered the braking zone with a car in close proximity, the lead car **may NOT change direction to block/crowd the challenger**. *(Eg, A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).*
- iv) 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.

h) **Middle of the Corner (Phase 2)**

- i) 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 leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.
(Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.
- ii) It must be remembered that the lead car has to and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- iii) If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- iv) If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).
- v) If the Outside Cars front bumper is passed the B pillar of the inside car at the turn in point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- vi) If midway through the corner the outside car has fallen behind the B-Pillar of the inside car,

the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.

- vii) Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- viii) Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
- ix) The 'Y' or 'T' bone by a challenger on the inside of 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.
- x) 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.

I) Exiting the Corner (Phase 3)

- i) From the "apex" out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, 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.
- ii) This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car.
At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.

J) The Process for Reviewing Incidents and Applying Penalties

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit.

The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

- i) Volkswagen Motorsport reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the clerk of the course.
- ii) The COC may issue any penalty at his discretion:
Examples of penalties, but not limited to:
Observation,
Receiving a warning,
Position penalty,
A time penalty
Grid penalties for the next race / race meeting.
Exclusion
Yellow / Red Cards
- iii) **Should a competitor fail to attend a hearing, having been called by the COC to attend, and has not excused himself from the hearing, the hearing may continue without the relevant competitor present.**

- iv) The clerk of the course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:
- A driver receiving a yellow card will be required to carry an extra 20 kg of ballast for the next one (1), two (2) or three (3) races (heats), depending on the severity of the offence, as well as during official Qualifying where applicable.
 - No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course. (Except see 15J, iv.)
 - A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
 - A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
 - If a competitor is found guilty of an offence while 'under yellow' he/she may, following a hearing, be issued with a red card.
 - Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
 - The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
 - In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
 - 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
 - Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
 - Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214-.
 - Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

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

18 July 2019
161960/144