



2021

Interprovincial Standing Supplementary Regulations

SAES SGT Series Championship



Version 1

3 March 2021

Ref: 162461/144



REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

REGULATIONS AND SPECIFICATIONS FOR THE SAES SGT SERIES 2021

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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 2021 SAES SAGT Series is open by invitation to all Sports & GT Cars complying with technical regulations as published by SAES 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 Circuit Competition Licence to compete in the SAES SAGT Series.
- 1.3 The aim of the Series will be to declare an overall SAES GT Champion and an overall SAES GT Index of Performance Champion.
- 1.4 Event Class winners will be as listed in rule 6.1.
- 1.5 Cars eligible for the SAGTRA Series are not eligible for the SAES GT Series
- 1.6 Saloon Cars are not eligible for this series.

2. Events

The SAGT 1 Hour will take place during the 1st hour of the SAES Endurance Series race on the same program for the day.

The **Calendar for the 2021 SAES GT Series** is:

Circuit	Domicile	Distance	Date
1. Dezzi Raceway	Port Shepstone	2 x 1 Hour	10 th April 2021
2. East London GP Circuit	East London	1 Hour	22 nd May 2021
3. Zwartkops Raceway	Pretoria	1 Hour	17 th July 2021
4. Aldo Scribante Race Circuit	Port Elizabeth	1 Hour	21 st August 2021
5. East London GP Circuit	East London	1 Hour	2 nd October 2021
6. Killarney Raceway	Cape Town	1 Hour	11th December 2021

3. Entries

- 3.1 The entry fee for events is R1650.00 per advertised hour of event duration.
- 3.2 All entry fees are for one car and include 5 entrance tickets.

Entry fees must be sent to:

SAES (Pty) Ltd

Po Box 590

Pinegowrie 2123

roger@afriod.co.za

Banking Details:

Bank: First National Bank

Acc No: 62739097667

Branch: 256755

Swift: FIRNZAJJ

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

4. Teams and Drivers

- 4.1 A maximum of two drivers per car is allowed for SAGT 1 Hour races. A driver change is allowed during the SAGT 1 Hour. A three-minute self-timed pit stop must be taken during the stop by all cars.
- 4.2 An SAGT 1-hour driver may drive in a SAGT 1 hour and also in the corresponding endurance continuation.
- 4.3 The SAGT 1-hour driver time in the 1 Hour will be taken into account for the calculation of the minimum driver time required for the corresponding endurance race should he/she enter the corresponding continuation endurance race.
- 4.4 A driver who has not put in a separate entry for the SAGT Series 1 Hour race but has entered the endurance race will not be scored for SAGT Series.

5. Tyres

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

6. Classes

- 6.1 **Production GT Cars:** GT cars as determined by SAES not complying with SAGTRA regulations.
- 6.2 **Sports Racing and Production Sports Cars:** as per as per SAES endurance classes D, E, F, N, O, S, T and V.

7. Scoring

- 7.1. Championship points will be awarded per class position as per Appendix A of these regulations. Points will be accumulated by class position and not by overall finishing position and a Champion will be declared as per the total number of points as accumulated per class. Overall race finishers will however be awarded trophies per event.
- 7.2 For inclusion in the Overall, Index Championship scoring a team must have entered and scored in not less than three rounds of the 2020 Championship.
- 7.3 The Index of Performance target lap time is determined by taking the two fastest laps set by a car during a race and dividing the total of those two fastest laps by 2 to achieve a smoothed target lap time. This time is then used to calculate which entry came closest to its overall race time based on the target time.

8. Trophies per Race Meeting.

Overall:

1st overall

2nd overall

3rd overall

Index of Performance:
1st overall, 2nd Overall, 3rd Overall

Classes:
1st to 3rd dependant on 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 in order to qualify as a finisher. A vehicle may not be pushed at any time by any means during an event except by track officials except where the vehicle has reached the pit entry line and may be pushed by personnel authorised to be on the pit lane.
- 9.2 A vehicle must complete 70% of its class winner's race distance to qualify as a finisher.
- 9.3 Race distance will be defined as the number of laps completed by the leading vehicle in each class. Should there be only one vehicle or should only one car in a class finish, the organisers will determine a class race distance based on 70% of a race distance calculated by using the historical lap times of a car in that class.

10. In-car timing and Data Logging

In-car timing and data logging is permitted.

11. In-car communications

In-car communication (ship to shore) is permitted.

12. Qualifying

- 12.1 Qualification times will only be taken from the official qualifying session for the event. Only one driver is required to qualify a vehicle unless otherwise advised in the event SRs.
- 12.2 Vehicles failing to qualify in the official session will be placed at the back of the grid.
- 12.3 A minimum qualifying time may be applied.

13. Safety Car

- 13.1 A Safety Car may be used as described in **Appendix D** of these regulations.
- 13.2 Pit stops are allowed during a Safety Car period.

14. Red Flag

- 14.1 Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by race control.
- 14.2 Drivers may take refreshments during a red flag stop but must remain in the vehicle.
- 14.3 Vehicle may not be worked on during a red flag stop but windscreens or visors may be cleaned.
- 14.4 Vehicles may not enter or exit the pits during a red flag stop.
- 14.5 A TWO-minute board will be shown to signal a race rolling restart behind a safety car.

- 15. Fuel**
15.1 Only Petrol and Diesel based fuels as specified by MSA GCR240 are allowed. Octane boosters specified as in GCR240 are allowed.
- 16. Refuelling**
16.1 Re-fuelling during a race is not permitted.
- 17. Pit Lane**
17.1 Only 5 technicians can work on a car whilst it is stationary in front of the Pit Garage on Pit Lane.
17.2 Drivers and Team Managers may be part of the 5 technicians but not in addition to.
17.3 Wheels may be changed on the Pit Lane.
17.4 Fluids and lubricants may be checked and topped up on the Pit Lane.
17.5 No mechanical or electrical work may be carried out on the pit lane.
17.6 Vehicles may not be push started during the race and the penalty for doing so is a drive through penalty.
17.7 Vehicles leaving the pit area may be assisted with a push by crew if it is attempting to pull off under its own power.
17.8 The Pit Lane Director only will enforce any instructions received from the C.O.C.
- 18. Pit Garage**
18.1 Car engines may be started in the Pit Garage with the sole intent of removing the car from the pit garage.
18.2 There is no restriction on how many people may work on a car in a Pit Garage.
18.3 No fuel may be stored in the Pit Garage.
18.4 No smoking, alcohol or children under the age of 16 (sixteen) is/are permitted in the Pit Garage at any time.
18.5 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.
18.6 Only persons wearing an accredited wrist band may enter the pit garage or pit service apron during an event.
18.7 All cars must use an environmental mat when in the pit garage or the pit lane as per Appendix C of these regulations.
- 19. Pit Wall**
19.1 When the pit lane entrance is open only persons carrying a Pit Wall accreditation lanyard are allowed on the pit wall area during a race, free practise and qualifying sessions.
- 20. Race Start and Finish Procedure**
20.1 Race starts will be conducted by way of a rolling start unless otherwise stated in the event SRs.
20.2 The Pit Lane will be opened Fifteen Minutes, or as specified otherwise in the event SRs, prior to the scheduled start of the race.
20.3 The pit lane exit will close Five minutes before the official race start and will reopen at the race start
20.4 GCR272 (iii) will not be applied for the last lap of the race.

21. Out-side Assistance

- 21.1 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.
- 21.2 A vehicle may only be returned to the pit area by means of it being towed or by use of a roll back recovery vehicle or trailer if directed by race officials.
- 21.3 Only the driver is permitted to make repairs outside of the designated pit area during a race
- 21.4 No refuelling or replenishment of fluids or lubricants is allowed on the circuit.
- 21.5 The penalty for non-compliance of any of Rule 21 is possible exclusion.

22. Lighting

- 22.1 All vehicles will be required to have all originally fitted lights operating at scrutineering and during an event.
- 22.2 A maximum of two additional front facing spotlights may be fitted.
- 22.3 A maximum of two small forward facing recognition lights may be fitted. These may be of any colour except Red. If strip lights are used, they may not be more than 150mm in length.
- 22.4 Lights must be turned on when advised by race officials by way of a LIGHTS ON board which will displayed at the start line for 3 Laps.
- 22.5 Vehicles which do not display the operating lights as specified in Rule 22.1 will be black flagged during an event and must return to the pits to repair any faults or damage.

23. Communications and Timing

- 23.1 All events will operate as an internet-based system and there will be no paper records.
- 23.2 Teams must be equipped with the necessary Laptops, PCs etc to log onto the internet or wi-fi to follow the progress of the event and to receive instructions.
- 23.3 Screens will update as soon as the system allows.
- 23.4 Each driver shall have a separate timing transponder which must be changed at every driver change during practice sessions and the race.
- 23.5 Transponders may not be fitted to a driver's helmet.

24. Car Recognition

- 24.1 A vehicle will retain the same number for a season. The number 1 (one) is reserved for the previous seasons Series winner.
- 24.2 It is compulsory to fit a decal either side of a vehicle showing each driver name and each drivers Country of Domicile.
- 24.3 The organisers reserve the right to fit sponsors decals to a car.

25. Silencing

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

26. Tow Straps

- 26.1 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 attach their towing equipment to any convenient point on a car and any ensuing damage will be the responsibility of the entrant.

27. Drivers Apparel

- 27.1 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.

28. Bodywork

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

29. Documentation & Scrutineering

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

SAES GT Series 2021 Appendix A

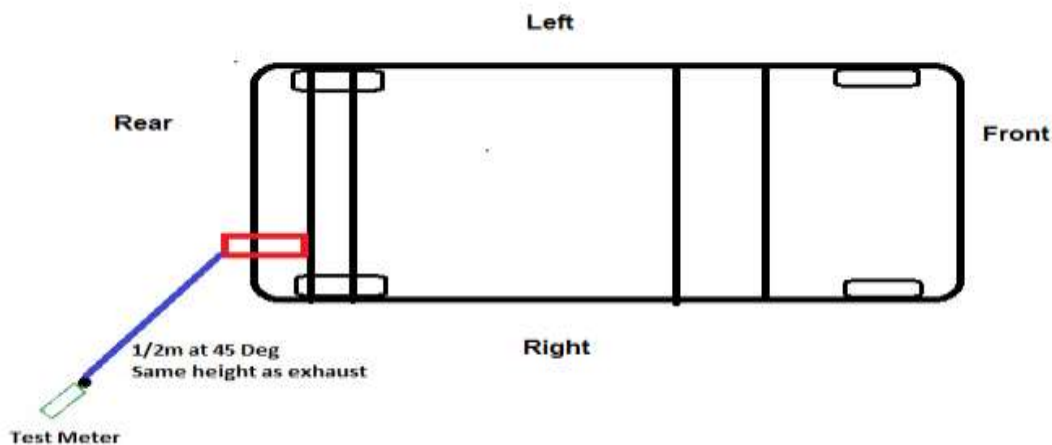
Points Scoring all Events

Appendix A	2020
Position	Points
1	50
2	40
3	35
4	30
5	28
6	26
7	24
8	22
9	20
10	18
11	16
12	15
13	14
14	13
15	12
16	11
17	10
18	9
19	8
20	7
21	6
22	5
23	4
24	3
25	2
Finish	1

SAES SAGT Series 2021 Appendix B

SOUND MEASUREMENT

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.
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.
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.
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.
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.
6. The static sound level limit at is 108dBA at the ½m test and 99dBA at the 2m test.
7. A drive by sound test may be conducted at a maximum sound level of 96dBA
8. Engines must be revved to 75% of the maximum (red line) limit for the test.



SAES GT Series 2021 Appendix C

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 of 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.

SAES SAGT Series 2021 Appendix D

Safety Car Procedures

The basis for this document is a speedy reaction to and recovery of broken race cars during open practice, qualifying and endurance race conditions.

1. The Safety Car (SC), first, and a Course Car (CC), second, are deployed from the Pit lane for an incident in conjunction with a Recovery Vehicle (RV). The (CC) will have an SAES Official on board. The SC will pick up the first competing car behind it on the circuit and not necessarily the lead car. The vehicles exit CC followed by SC and RV.
2. Full circuit SC boards and yellow flags will be deployed at the same time as 1 above on instruction from the CoC.
3. On arrival at the incident the SC will continue to proceed around the circuit. The CC Official will decide at the incident whether the vehicle or vehicles involved in the incident can be recovered to the pits or, alternately, moved to a place of safety. Once the incident is cleared, the CC & RV will return to the Pit Exit area.
4. The SC will proceed around the circuit and may pass the CC & RV when it re-enters the circuit to return to the pit area.
5. The SC will only switch off its lights for a restart when the RV and CC have entered the pit area under instruction from the CoC as follows:
 - a. Zwartkops. If the RV and CC have entered the pits prior to the Safety Car reaching Turn 5.
 - b. East London. The Esses.
 - c. Phakisa TBA
 - d. PE TBA
 - e. Killarney TBA
 - f. Dezzi TBA
6. The SC boards will be removed once the SC has exited the circuit and no car may overtake another prior to the Start/Finish line where a green flag will be waved.
7. Cars that have entered the pits during the SC period may only rejoin the circuit at a safe pace and proceed to the back of the SC “train”. Should the SC “train” be passing the pit lane exit when a competitor wants to exit the pit lane the competitor must be held until the last SC “train” car has passed the pit exit and then released.
8. Should the pit straight area be blocked by debris from an incident, the SC may use the pit lane to avoid that section of the circuit during the SC period at the discretion of the CoC.
9. Once the SC lights have been switched off competitors may not weave behind the SC but must maintain a single line of vehicles until the restart.

10. Should the SC come up behind a slow-moving competitor during the SC period that competitor must be taken as a slow-moving vehicle with a white flag displayed by the marshals and it must take up position at the rear of Safety Car "train" after being passed by the SC and all other competitors.
11. Non-compliance with any of the above by competitors can result in a drive through penalty.