



MOTORSPORT SOUTH AFRICA NPC

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MSA SATC CIRCULAR 03 OF 2024

Affected parties should note that, as envisaged in GCR 67, MSA agrees that shorter notice is both appropriate and reasonable in this instance, the following amendment to the 2024 MSA National SATC Sporting SSRs is made with immediate effect:

ARTICLE 25 - DRIVER CONDUCT

25.1 THE PROCESS OF REVIEWING INCIDENTS AND APPLYING PENALTIES FOR SATC AND SATC SUPACUP

Incident reports must be in the hands of the Driver Conduct Official within 30 minutes of the finish of the qualifying session or 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;

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

The Driver Conduct Official has the power to act on incidents arising at race meetings with evidence becoming available. All penalties will be applied through the appointed Clerk of the Course and shall be confirmed in writing.

Before 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 Driver Conduct Official.

A hearing will be considered to have properly taken place, and penalties may be imposed, even if the driver/drivers concerned fail to appear. Only drivers are permitted at hearings (unless under the age of 18, then their guardian/entrant may be present) and they must present their own cases and evidence. 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.

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



sport, arts & culture
Department:
Sport, Arts and Culture
REPUBLIC OF SOUTH AFRICA

Directors: A. Roux (Chairman), A. Scholtz (Chief Executive Officer), R. Beekun (Financial),
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The standards will be administered by the Driver Conduct Official, which shall be complemented by an MSA-licensed Clerk of the Course and be appointed by the series controllers. The Driver Conduct Official will be responsible for reviewing all incidents during the championship against the standards.

Competitors involved in incidents are required to remain at the circuit until the incident under review has been dealt with and finalized. Any failure to do so will result in the incident being dealt with in the absence of the competitor(s).

25.2 PENALTIES

Penalties are limited to the following, at the discretion of the Driver Conduct Official and Clerk of the Course:

- a. A Yellow Card will be in the form of a square yellow sticker which will have to be displayed on the bottom of the windscreen, opposite to the driver.
 - i. **Yellow Card System:**
 - 1) 1st yellow card
 - The competitor is under observation if a competitor pushed or bumped another competitor off the circuit to gain a position. The guilty competitor will receive a yellow card and the position gained will be taken back. If the losing competitor loses more than 1 position or if he/she retires from the race due to damage caused by the accident, the causing competitor will finish behind the competitor that did not finish or lost more than one position.
 - A yellow card can also be issued for baulking in the race and qualifying.
The yellow card can also be given to the outside competitor for not allowing enough space on the inside and causing him-/herself to leave the circuit.
Should only minor contact be made between the leading and challenging competitors (eg mirror loss or a scratch or small dent), this will be seen as a fair & challenging pass at the discretion of the Driver Conduct Official.
 - 2) 2nd yellow card – The competitor is still under observation and a final warning is given.
 - A competitor will receive this should they repeat any of the above conduct.
 - A yellow card/s issued to a competitor shall be rescinded following two consecutive races (not race meetings) where the said competitor demonstrates acceptable driver conduct as solely assessed by the Driver Conduct Official and the Clerk of the Course.
 - A Red Card will be given on a 3rd offence of the above and the competitor will be excluded from that *race* and precluded from competing at the next race meeting.
A red card can also be given without any yellow card, provided that the competitor had caused a serious accident or for over aggressive driving.

25.3 FURTHER PENALTIES THAT MAY APPLY:

- a. Reprimand.

- b. Relegation to the back of the (class) grid for the next race start. Time penalties (either pro-active for future races or *retro*-active for the race during which the incident occurred). The reference to 'time penalties' shall include the imposition of grid position penalties.
- c. Exclusion.
- d. Suspension from a specified round or rounds of the championship (Note: Where any such penalty is applied based on video evidence, said video evidence must first have been properly viewed on suitable equipment. The likes of television sets and computer monitors shall be considered to be "suitable equipment". The viewfinders on cameras shall not.)
- e. Appropriate combinations of any of the above.
- f. Penalties imposed during a season may, at the sole discretion of the controllers, be carried over to the next championship season.

25.4 THE MACHINERY OF JUSTICE

With regards to driving conduct, the following levels of authority will apply:

- a. The first is the Clerk of the Course (in conjunction with the Driver Conduct Official);
- b. The second is the stewards of the meeting (alternate stewards may be appointed where necessary to hear protests between events);
- c. The third is an MSA-appointed Court of Appeal;
- d. The fourth is the MSA National Court of Appeal.

The outcome / finding / penalty as applied by the Clerk of the Course in conjunction with the Driver Conduct Official, may be protested to the stewards of the meeting, and their decision on a protest so lodged may then be subsequently appealed. The normal regulations governing protests and appeals, including the fees payable, as outlined in the MSA General Competition Rules and Appendices Handbook shall apply in all instances.

25.5 DRIVER CONDUCT

General

- **Dangerous/reckless driving can result in a penalty.**
- **Only the competitor, entrant and guardian if under 18 are allowed in a hearing.**

Refer to SSRs 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/ Driver Conduct Official in terms of GCR 157. The Clerk of the Course and Driver Conduct Official must consider infringements at previous events which resulted in penalties being imposed when imposing penalties.

- 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/ Driver Conduct Official, generally be penalised 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 car length behind the front car and in a position to make an overtaking manoeuvre.
- d. "Alongside" - Is anywhere from where the nose of the challenging vehicle is next to the front door or front wheel ahead of rear wheel of the lead vehicle inside or outside.
- e. 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. (e.g. 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 (e.g., from a left-hand corner to a righthand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.)

Mirrors: Should a competitor's mirror be folded in; the onus is on the competitor to take extra care when involved in an overtaking manoeuvre.

Excuses such as "my mirror was folded in" or "I could not see behind" will not be accepted. A competitor with a folded mirror should leave enough room for both cars to take the corner without contact. **The internal mirror is still in place and this will give the driver a clear view of which way the challenging competitor has moved.**

- f. **Straight Line racing**
 - i. If the front bumper of the challenging car is behind the rear bumper of the lead car in a straight line or 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. Remember, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.
- 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 (reference general rules above).
 - 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. (E.g., 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 the “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 alongside the lead car, (front bumper at front door or front wheel ahead of rear wheel), in the braking zone up to the turning point of a corner, the lead car must allow space on the inside for the challenger.***

(Note: Turn in point and not the end of the 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 Conduct Official 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 **rear wheel** at the turn in point.
 - iii. If at the turn in point, the inside car is past the **rear wheel** 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 **rear wheel** 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 car **is now the challenger and its** front bumper is **next to or** past the B pillar of the inside car at the turn in point (alongside 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 (**challenger**) 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 car's 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 forcing the outer car 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 or turning to take 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 care not to crowd the inside car inwards of the racing line.

If there was any contact made during an overtaking manoeuvre and both competitors felt it was a fair race and passing manoeuvre, no action will be taken.



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