

SATC

SOUTH AFRICAN TOURING CARS



2024

MSA National Sporting SSR's

South African Touring Car ("SATC") and SATC SupaCup Championships



Version 2

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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>
ART 22.1.4	23 JULY 2024	23 JULY 2024	REGULATION AMENDMENT
ART 22.2.2	23 JULY 2024	23 JULY 2024	REGULATION AMENDMENT

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1. GENERAL

- 1.1 All matters pertaining to the conduct of South African Touring Car (“SATC”) and SATC SupaCup Championship Race Meetings and the operation and recognition of SATC and SATC SupaCup cars will be regulated by these Regulations.
- 1.2 The Regulations are subject to the general authority of Motorsport South Africa (“MSA”) and, in a case where any such provision is in direct conflict with any rule of MSA, these Championship SSRs shall prevail unless clearly stated to the contrary.
- 1.3 Unless expressly authorised by these Regulations, no interpretation, modification or change to anything whatsoever referred to in these Regulations is permitted. Unless otherwise and implicitly stated, all rules that imply the nomenclature SATC, will also apply to SATC SupaCup as they are envisaged as one series. However, there is a difference in the grid determination for Race 2 for SATC’s and SATC SupaCup, scoring for Race 2 and technical regulations for the different classes.
- 1.4 GCR 226 INTERPRETATION OF REGULATIONS AND SPECIFICATIONS
In interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.

2. DEFINITIONS

- 2.1 *Controllers* – defined as the SATC Management Team, the membership of which will be advised by way of an MSA Circular distributed before the first round of the 2024 championship.
- 2.2 The Technical Consultants (GCR167) appointed by SATC and SATC SupaCup to monitor conformance to the regulations, hereinafter referred to as “TC”. Refer SATC Sporting Regulations art 23.
- 2.3 *Starter* - A starter is defined as outlined in GCR 230 and is the applicable definition to be used when reading this regulation.
- 2.4 A driver classified as a starter in terms of GCR 230 shall remain a starter for the duration of the race meeting concerned, regardless of attrition during the individual races.
- 2.5 A “competitor” in terms of GCR 230, for the purpose of the SATC Championships, is considered to be a car / driver combination, and in the case where two or more drivers are mandatory for any particular race, the car / drivers in combination will constitute only one competitor.
- 2.6 *Deviations:*
Should a specific model of car not be able to comply with the regulations as published for a technical reason, the entrant may apply for a deviation to the rule, based on sound technical grounds. The application will be considered by the TC’s in consultation with the Controllers, and if approved will be published as a deviation for all cars of the make / model. The TC’s decision will be final.
- 2.7 *Dispensations:*
Should a specific car not be able to comply with the regulations as published for a temporary technical reason, such as parts unavailability, temporary crash repairs, etc., the entrant may apply for a dispensation, based on sound technical grounds. The application, in writing, fully detailing the dispensation sought, will be considered by the TC's, and if approved will be published as a dispensation for a specific car for one event only. The TC's decision will be final.
- 2.8 *Technical Passport (TP)*
A document prepared for each car which contains all the technical details including deviations

and upgrades for the specific car. The document is car specific and remains with the car for the life of the car.

- 2.9 Year: - Means a calendar year from 1 January to 31 December.
- 2.10 Championship Season: - Means the period from 14 days prior to the first championship event of the year until the day after the last event of the SATC and SATC SupaCup championship season.
- 2.11 SATC SupaCup Master - Masters entries will be accepted for drivers from the year of their turning 40 years old. If a competitor is between the ages of 40 and 50 years old and has previously won a National Championship title in Circuit racing in South Africa, they will be not classified as a Masters entry until the year of their 50th birthday. It is the competitor's sole decision as to whether he / she enters as a Master or not. Once so elected (i.e. enters as a Master), the decision is irreversible for the year.
- 2.12 Free practice: - Practice sessions at a circuit where TC's will not control regulations. The free practice will take place as per MSA General Circular 1 of 2024.
- 2.13 Driver Conduct Official: - the Driver Conduct Official will be appointed by SATC and SATC SupaCup Management Team to review on track incidents and to suggest appropriate penalty recommendations / sanctions to the Clerk of Course. The name/s of the appointed official/s will be advised by way of an MSA Circular distributed before the first round of the 2024 championship.

3. AIM OF THE CHAMPIONSHIP

- 3.1 To declare a National SATC Driver Champion as well as a National SATC SupaCup Driver Champion.
- 3.2 To declare a SATC Manufacturer Champion.
- 3.3 To declare an Interprovincial Challenge SATC SupaCup Masters Winner.
- 3.4 The classification of such competitors into classes shall be at the sole discretion of the competitors in consultation with the Controllers.
- 3.5 A separate podium event will be held for the top 3 finishers in each of the three classes.
- 3.6 Competitors in SATC shall score points as per these regulations for the SATC Drivers' and Manufacturer Championships, and the SATC SupaCup Driver Championship, depending on which class he / she is competing in.
- 3.7 Both Championships as well as the Masters Interprovincial Challenge, shall score points separately according to a scale of points as per art 12.5. The SATC SupaCup Masters competitors will also score in the SATC SupaCup Championship.
- 3.8 **MSA shall not declare Champion/s or a Challenge Winner should there not have been at least an average of six (6) starters in the applicable classes (SATC, SATC SupaCup and SATC SupaCup Masters individually) across the championship season.**
- 3.9 No SATC Championship event may be combined with other events unless specifically permitted by the Controllers.

4. REGULATIONS

- 4.1 All SATC races will be held under the General Competition Rules (GCR's) and SATC Championship Standing Supplementary Regulations (SSR's) of MSA, as well as the Supplementary Regulations (SR's) as issued by the Promoters.

5. ELIGIBILITY OF DRIVERS AND CARS

- 5.1 The SATC and SATC SupaCup Championships will be open to cars complying with the SATC Championship Standing Supplementary Technical Regulations (SSR's).
- 5.2 Organisers may not accept any car which does not comply with the SATC Championship SSR's, and which has not been accepted for SATC racing by the Controllers.
- 5.3 Reserved

- 5.4 All prospective new competitors to the series must obtain the prior written approval of the SATC and SATC SupaCup Controllers to be issued with the necessary competition licences by MSA (this will be assessed on a case-by-case basis in consultation with MSA). The permissible minimum age for SATC and SATC SupaCup competitors is 18 (eighteen) years old unless the competitor applying to participate has competed in the National Polo Cup, GR Cup or National F1600 series for a minimum of 1 (one) year in which case they **must not be less than 16 (sixteen) years old. Refer GCR Part XII SSRs Applicable to Race Meetings for Cars and Motorcycles SSR 1. i)**
Competitors who are younger than 18 (eighteen) years old **and not less than 16 (sixteen) years old** and who have had international experience in circuit racing **may** be considered. **Refer GCR Part XII SSRs Applicable to Race Meetings for Cars and Motorcycles SSR 1. i)**
- 5.5 Reserved
- 5.6 Entrants must quote on the entry form the competition number of the car he / she will drive when entering for a SATC National Championship race meeting.
- 5.7 It is forbidden for drivers / teams to make use of 'spare' cars during a championship event. The issued chassis / safety cage number allotted to each car will be used as a control measure. Category TCs will be responsible for affixing numbers to the roll cages in an area specified by the Controllers.
- 5.8 A car driven in a championship race shall have only one nominated driver whose name shall appear on the entry form, unless the SR's of the event allows a change of driver or car, or requires two or more drivers for a specific race meeting. Refer GCR's 99 (vii), 152 (viii), 238.
- 5.9 Only the entered driver may drive the car in the official qualifying session / sessions and races.

6. COMPETITION NUMBERS

- 6.1 Refer GCR 246, GCR 247(i) and 248- as well as SSR 4.
- 6.2 All SATC cars entered for a national championship race meeting must be fitted with a competition number, which will be supplied by the Controllers. All SATC and SATC SupaCup numbers will be allocated by VW Motorsport, contact Michael Rowe michael.rowe@vwsa.co.za
- 6.3 **Competition numbers must be displayed on each side of the vehicle:**
- 6.3.1 On the rear side windows, with the driver's name below the number.
- 6.3.2 The colour of the number must be "Day-Glo Yellow" for SATC and "Day-Glo Orange" for SATC SupaCup cars.
- 6.3.3 The text height must be 200mm.
- 6.3.4 Font must be Helvetica Bold Condensed.
- 6.4 **Front Windscreen:**
- 6.4.1 The competition number must be displayed on the left top corner of the front windscreen.
- 6.4.2 The text height must be 150mm.
- 6.4.3 Font must be Helvetica Bold Condensed.
- 6.5 **Rear window:**
- 6.5.1 The competition number must be displayed on the upper area of the top right hand corner driver's side of the rear window.
- 6.5.2 The text height must be 150mm.
- 6.5.3 Font must be Helvetica Bold Condensed.
- 6.5.4 On-board driver information, must be approved by the Controllers as per template to be supplied.

No variation is permitted to their size, information or placement.

7. SPONSORSHIP REQUIREMENTS

- 7.1 Series sponsorship and advertising material must be affixed in the specified positions as stipulated in these regulations or in an MSA Circular, from the start of practice session 1 of all events.
- 7.2 Competitors are reminded that, in terms of GCR 246, those who do not display the advertising material and numbers as required will not be allowed to compete, unless they get written approval from the Controllers.
- 7.3 All advertising material and decals may not be defaced, modified or cut in anyway.
- 7.4 All competitors entered in the SATC or SATC SupaCup Championships have to display all advertising of all series sponsors in the allocated areas for the full duration of the Championship. Only on the written approval of the Controllers will a competitor be waived of this ruling.
- 7.5 **The following areas of the race cars remain for the sole use of the Controllers:**
 - 7.5.1 Front and rear windscreens (top).
 - 7.5.2 Front and rear number plates.
 - 7.5.3 Left and right-side sill panel in its entirety.

8. NAMING RIGHTS SPONSORSHIP

- 8.1 Unless a competitor has received written approval from the Controllers, which allows the competitor to replace the Naming Rights Sponsorship requirements, the Competitor must:
 - 8.1.1 Display the branding on the front and rear top windscreen positions.
 - 8.1.2 Affix the supplied cloth badge to their race overalls on the right breast pocket (100mm x 40mm area).
 - 8.1.3 The official series' sponsor cap must be worn during interviews and podium ceremonies.

9. SERIES FUEL SPONSORSHIP

The Controllers reserve the right to appoint a fuel supplier. The current supplier is AMTEC with 110 octane fuel. SATC SupaCup cars are mandated to use pump fuel as specified in the event SRs and will be determined by coastal or highveld circuits – refer to the 2024 SATC SupaCup Recognition Form, Article 18.3.

10. TYRE SPONSORSHIP

The competitor must:

- 10.1 Use the specified Dunlop race tyres sourced from Automotive Technology Specialists (Pty) Ltd only.
- 10.2 Display the supplied Dunlop branding as determined before race 1 of the series.
- 10.3 Affix the supplied Dunlop badge to the left sleeve of their race overalls.

11. DRIVERS NAME

- 11.1 Every competitor is to display their surname on the bottom of both rear side windows.
- 11.2 A minimum font height of 100mm high is to be used and is to be printed in Helvetica Bold text.
- 11.3 The lettering is to be white only.
- 11.4 Reserved

12. CHAMPIONSHIP DETAILS

- 12.1 The SATC National Driver's Championship shall be open to drivers participating in the SATC Championship. There will be one SATC National Drivers Champion and one SATC SupaCup National Drivers Champion. There will also be one SATC SupaCup Masters Interprovincial Challenge Winner.
- 12.2 The respective Championship winners shall be the drivers accumulating the greatest number of

- points during the championship season in the respective Championships.
- 12.3 The Championship dates and venues are as per the MSA Motorsport Calendar or as stipulated in a MSA Circular.
- 12.4 All races will be taken into account in determining the championship.
- 12.5 Points will be scored in the individual races (not race meetings) on the following basis for Race 1 of SATC's, Race 1 and Race 2 of SATC SupaCup and Race 1 and Race 2 of SATC SupaCup Masters:

1 st	-	20 points
2 nd	-	17 points
3 rd	-	14 points
4 th	-	12 points
5 th	-	10 points
6 th	-	8 points
7 th	-	6 points
8 th	-	4 points
9 th	-	2 points
10 th	-	1 point

Points will be scored as follows for Race 2 of SATC's, where an inverted Race 1 result grid is utilized:

1 st	-	10 points
2 nd	-	8 points
3 rd	-	7 points
4 th	-	6 points
5 th	-	5 points
6 th	-	4 points
7 th	-	3 points
8 th	-	2 points
9 th	-	1 point

- 12.6 A point will be awarded for pole position of race 1 as well as fastest lap in both races. This applies to all classes.
- 12.7 Reserved
- 12.8 Reserved
- 12.9 Reserved
- 12.10 Reserved

13. MANUFACTURERS CHAMPIONSHIP

- 13.1 Points towards this championship will be scored in the SATC Championship only.
- 13.2 Only the first two (2) cars of any marque will score points.
- 13.3 Points will be scored according to actual finishing position only, i.e. if one marque fills the first six places in a race no points will be allocated for 3rd, 4th, 5th and 6th places with the next placed manufacturer scoring 7th place points.
- 13.4 Points will be scored, in the individual SATC races (not race meetings) on the following basis:

Race 1:

1 st	-	20 points
2 nd	-	17 points
3 rd	-	14 points
4 th	-	12 points
5 th	-	10 points

6 th	-	8 points
7 th	-	6 points
8 th	-	4 points
9 th	-	2 points
10 th	-	1 point

Race 2:

1 st	-	10 points
2 nd	-	8 points
3 rd	-	7 points
4 th	-	6 points
5 th	-	5 points
6 th	-	4 points
7 th	-	3 points
8 th	-	2 points
9 th	-	1 point

- 13.5 Should at least 2 (two) other brands join SATC SupaCup, the SATC SupaCup Manufacturer's Championship will be scored as per paragraph 13.4 Race 1 above for both races.

14. SEPARATION OF TIES IN THE CHAMPIONSHIPS

- 14.1 The competitor with the greater number of first places in all championship races (not race meetings) will be declared the champion.
- 14.2 If this does not resolve the tie then the greater number of second positions, then third positions and so on will be used to resolve the tie.
- 14.3 If a tie still remains, MSA (in consultation with the Controllers) will declare a winner on such basis as it deems fit.

15. TIMING TRANSPONDER

- 15.1 The timing transponder as supplied by the Organisers (Refer GCR 71 & 72) must be used, and fitted in the specified place. All timing transponders to be fitted on the left-hand side of the car to the upright portion of the main roll bar. It must be visible from outside and the height to be in the centre of the side windows. Note: no drilling into or welding onto the main rollbar. Use clamps.

16. SAFETY APPAREL AND EQUIPMENT

- 16.1 Refer to SATC Technical Regulations Art 10.

17. QUALIFYING AND RACES

- 17.1 There may be a one (1), two (2) or three (3) race format at each race event, except where force majeure dictates otherwise.
- 17.2 **Races (not events)**
- 17.2.1 In general, race 1 shall not be less than 12 laps or 40 kilometres in length, whichever is the lesser. Race 2 will adopt a longer race distance as determined by the Controllers.
- 17.2.2 Will be a rolling start.
- 17.2.3 However, when, the Controllers and / or TC's, due to tyre degradation and safety concerns deem it fit (in consultation with the CoC) to reduce the length of the individual session or race, they may do so.

- 17.2.4 A Competitor is required to maintain his / her grid position until such time as the lights have been extinguished failing which, he / she will be deemed to have jumped the start and shall have a 30 second penalty added to his / her race time. Should any car not be within 1 car length of the car in front, he / she will be deemed to be either baulking or have a technical problem and may be passed.
- 17.2.5 SATC SupaCup front row competitors will keep a reasonable distance behind the SATC field, so that the starting lights may be reset and extinguished to start their race.
- 17.3 The Controllers reserve the right to have one (1) long distance race instead of two (2) shorter races. Where one (1) sprint race and one (1) long distance race are scheduled, points will remain as per Art. 12.5.
- 17.4 The Organisers must allocate at least one (1) hour of practice sessions for SATC and SATC SupaCup combined prior to the commencement of official qualifying. Thereafter, where sessions are split, SATC's will go out first followed by the SATC SupaCup class with both classes being afforded the same amount of track time.
- 17.5 Any vehicle not displaying the specified decals in the correct positions may be precluded from participation or excluded by the Clerk of the Course, acting on the recommendation of the Controllers.
- 17.6 The addition of liquid (be it fuel, water or any such liquid) or mass to a car during qualifying or a race is expressly forbidden and contravention of this regulation will result in the offending competitor's recorded times being disallowed.
- 17.7 All cars must report for weighing before entering the pits during or after qualifying and all races. Refer SATC Technical Regulations Art 16.
- 17.8 Reserved.
- 17.9 SATC grids will be formulated as follows:
- 17.9.1 **General:** The fastest car in qualifying shall start from pole position in race 1 for each of their respective classes. Second fastest will start from second position and so forth down to the last car of each class. Each class shall have its own grid positions and other classes will not be in between. If a SATC car fails to establish a qualifying time or establishes a time which will put him / her in the middle of the SATC SupaCup class he / she shall be allocated a slot at the rear of his / her class.
- 17.9.2 **Race 1 grid** will be formed up according to the times established in official qualifying sessions including penalties, and cars shall be grouped according to Class (SATC and SATC SupaCup).
- 17.9.3 **Race 2 grid**
SATC: Race 2 grid will be determined by reversing the top 6 of the finishing order of SATC from Race 1, excluding penalties unless the penalty is a technical exclusion which will result in the competitor starting from the back of the SATC grid for Race 2. If the Race 2 grid has less than 6 starters then the full grid reverses, excluding penalties unless the penalty is a technical exclusion which will result in the competitor starting from the back of the SATC grid for Race 2. Competitors who do not start or finish Race 1 will be placed at the back of the SATC grid for Race 2 but ahead of any SATC competitors who were excluded from Race 1 due to a technical infringement.
SATC SupaCup: Race 2 grid will be determined by the fastest lap times recorded in Race 1 with the competitor recording the fastest time being placed on pole position for Race 2 grid. Competitors who do not post a lap time in Race 1 will be placed at the back of the SATC SupaCup grid for Race 2.
- 17.10 Reserved
- 17.11 SATC will qualify in a separate session from SATC SupaCup.

18. SAFETY CAR

- 18.1 In addition to MSA Circuit Racing SSR 45, the CoC has the right to order the intervention of the Safety Car at any time. Should this occur, cars will follow the Safety Car in single file, maintaining their positions until the Safety Car is withdrawn and the lead car has passed the start / finish line.

19. RESERVED

20. PRACTICE / TESTING

- 20.1 Each SATC and SATC SupaCup Team / Competitor must nominate and communicate their official test track to the SATC Administrator, Jannet Wood, via the SATC Membership Forms prior to the 1st event of the year. This information will be shared with the Clerk of Course 2 weeks prior to the 1st event of the year. Should a Team / Competitor wish to change their official test track for good reason, the Competitor / Team has to request written (email not whatsapp) approval from SATC Management Team via the Clerk of Course. The SATC Management Team's decision will be final and communicated in writing. Competitors may not test / practice at any circuit other than their official test track for the Championship Season. Refer SSR 2.9 and 2.10.
- 20.2 Depending on circuit availability, and as arranged by the Extreme Festival Organisers, all competitors may make use of the free practice sessions on the Thursday afternoon of the race weekend. This free practice should be a maximum of 2 (two) half hour sessions, where at all possible. The practice session details, if any, will be published in the SR's of the event.
- 20.3 SATC SupaCup competitors who utilize their cars in other series are permitted to enter events at circuits other than their official test track but may NOT hire a circuit for testing other than their official test track. Once entered for the event, the competitor MUST compete in the races entered. Failure to compete in the races will be deemed to be a transgression of the testing regulation as per art 20.1.
- 20.4 The Controllers may permit alternative practice arrangements for a good technical reason ON PRIOR WRITTEN APPLICATION. If possible, this application should be received by the Controllers at least a week before the requested date.
- 20.5 Infringement of the testing rules (art 20.1) will carry a 5-grid place drop for the start of race 1 of the next event for each car and / or driver in the illegal test. The competitor may also be excluded from qualifying for repeated transgressions. If a non-SATC and non-SATC SupaCup driver tests a SATC and / or SATC SupaCup car, the penalty will be applied to the car and its regular driver.
- 20.6 Reserved
- 20.7 No circuit may be used for practice / testing in the week prior to the scheduled championship race meeting at the particular circuit, until the start of official practice as detailed in the SR's for the event in question. The Thursday free practice sessions detailed in paragraph 20.2 above excluded.
In clarification, if official practice commences on a Friday morning, the circuit is not available for practice or testing for all SATC and SATC SupaCup teams from midnight on the previous Thursday, a clear seven days beforehand. This "week before" regulation also applies to home circuits.
- 20.8 A competitor who resides abroad eg. UK (not neighbouring countries) will on written application to the Controllers be granted permission to practice / test at the race venue for a total time of 1 (one) hour in the week prior to the event.

21. RESERVED

22. DATA LOGGING AND DATA SHARING POLICY

22.1 Data Logging

22.1.1 SATC:

All SATC competitors are required to use the Life data logger as part of the Life ECU system or any other system specified by SATC to record the required data during qualifying and the races. The required data is GPS car speed, engine rpm, throttle position, absolute inlet manifold boost pressure and ignition timing to equalise

performance. More channels may be recorded for the competitor's own use. Additional data may be requested by the TC's.

22.1.2 Reserved

22.1.3 The onus is on competitors to ensure that credible, unmanipulated data is available to the TC's. Competitors not ensuring data availability and not complying with the necessary requirements for fitting data loggers as instructed, and ensuring that boost sensor tubes are not in any way blocked, leaking or kinked and that power supply is sufficient and download cables for computer data systems are available, will be considered not to be in compliance with the series technical regulations. Such competitors will be penalised accordingly. For not being able to supply complete and correct data when required to do so, 20 seconds will be added to the competitor's race time for the first offence. Additional penalties may be applied, based on the TC's recommendation to the CoC.

22.1.4 Competitors may not remove their race vehicles from parc fermé after **the qualifying session and the last race**s of the day until they have completed all checks, including data downloading, and have been cleared by the TC's. Failure to comply with any of the above conditions will result in a penalty as per GCR 177. All race vehicles that start a qualifying session or race must be taken over the scale and to parc fermé before returning to the pit area. The onus is on the competitor or team. If the competitor is not able to cross the scale and enter Parc Fermé, the competitor has to make alternative arrangements with the TC's. Failing this, penalties may apply.

22.2 Data Sharing

22.2.1 **SATC:** All data from practice 1 to the final race collected by or on behalf of SATC including without limitation all data from in-car cameras shall be made available to SATC. The TC's may disclose the data to third parties for any reasonable purpose. All data collected excluding in-car camera footage, is available to all competitors with the permission of the TC's. Data will be made available after the last practice session on Friday or before qualifying if also held on the Friday, and at the end of race day. The TC's will request the teams to download data in Parc Fermé after which the TC and the team representatives will inspect the data for transgressions. The teams will collect the data on team memory stick or any alternative device as required by the TC's.

22.2.2 **SATC SupaCup:** **Competitors will be allowed access to the data of the fastest lap set in each practice and qualifying session. The competitor whose data is shared with fellow competitors may choose the fastest lap data from anybody he or she chooses in that particular session. It is the responsibility of that competitor (Fastest in that session) to come and inform the Data Technician of who's data they request. This must be requested from the Data Technician within 30 minutes after that session. Race data from race 1, 2 and 3 will be available after the races before the end of the day. The competitor that posts the fastest lap in the specific race, will have his/her data shared. The competitor who posted fastest lap in a race cannot request another competitor's data.**

23. TECHNICAL CONSULTANT (TC)

23.1 Technical Consultant/s (TC's) nominated by SATC will attend South African Touring Car Championship races to ensure compliance of all technical aspects. Volkswagen Motorsport will provide SATC SupaCup TCs. These names will be published in the SR's for every event. In the event of name changes, it will be published in a Race Bulletin before practice starts.

23.2 For the Technical Consultant's duties and powers see GCR 167.

23.3 The TC's will manage all the technical aspects.

23.4 The TC's will do pre-race scrutineering via a walk around and will document all findings. There will be no requirement for the SATC and SATC SupaCup Championship competitors to have cars scrutineered by the scrutineer of the day as per the SR's. The TC will be responsible for scrutineering and will have full authority over the Chief Scrutineer, and is declared to have non-protestable powers to determine any safety related matter concerning the cars and associated equipment, including but not limited to driver's apparel.

24. IN-CAR CAMERAS

24.1 In-car cameras are mandatory for driver conduct reviews as specified by SSR 25.5.2 and 25.5.3

24.2 The only cameras allowed to be used by SATC in events are:

Garmin Dash Cam Tandem.

Garmin Dash Cam Mini 2.

Go-Pro Hero 10 Video System.

VBox HD 2 Video System.

24.3 SATC Supacup may use in addition to the above:

Motec V2 Video Kit.

24.4 Cameras may only be connected to a direct 12v feed from the car and a direct earth connection, or operate from an internal battery.

No data may be collected / logged by the cameras from the car ECU or data logger or the car wiring harness by any means. No direct connections to the cameras, or by Wi-Fi or by blue tooth or by any other method are allowed.

No camera control systems except the embedded camera systems will be allowed.

The cameras must be set to switch on automatically at a speed above 20 km/h as measured on the GPS. The camera must be set to record the SAST or local GPS date and time.

25. To be issued in an MSA Circular

26. GENERAL COMPLIANCE

All competitors and their competing vehicles must comply with all the SATC and SATC SupaCup Championship Supplementary Regulations (as published and, where applicable, amended by official MSA Circulars) at all times during official practice, official qualifying sessions and all races for a National Championship race meeting.

27. PENALTIES FOR TECHNICAL INFRINGEMENTS (NON-CONFORMANCE)

Where any car, or the data recorded by that car, is found not to comply with the applicable Specifications and / or Regulations, the following penalties will apply:

The driver concerned shall be penalised as per SATC and SATC SupaCup Technical Regulations or if these are silent as per GCR 177 (qualifying, or race).

If there is concern that the contravention existed for more than one session, or the entire race meeting, details of such a penalty must be stipulated by the Technical Consultant to the Clerk of the Course. Refer GCR 176.

28. AMENDMENTS AND ALTERATIONS TO THESE REGULATIONS

28.1 MSA, in consultation with the Controllers, reserves the right to amend, alter or introduce additional regulations and / or specifications if deemed necessary.

28.2 Such amendment, alteration or additional regulations and / or specifications shall only be in force following publication in an official MSA circular or bulletin.

28.3 All technical regulations shall remain the same for a duration of five (5) years unless the changes are for Safety, Reliability, Lowering of Costs and or all stakeholders agree to the technical changes to these Regulations.

28.4 The Controllers or the SATC TC's may undertake Balance of Performance ("BoP") reviews on the SATC cars from time to time and should a perceived imbalance arise then such imbalance may be referred to the Technical Working Group for review and any subsequent recommendation. This BoP review will only use data collected during race weekends from onboard car data loggers (which is available to all competitors), or data collected from specific BoP sessions arranged for this purpose. It may be specific track sessions or dyno runs, but not limited to.

29. OFFICIAL NOTICE BOARD

All official notices shall be placed on the official notice board as per the GCR's and SSR's. The link to the electronic notice board will be shown in the SR's for the event or by means of a Bulletin prior to the event. The official notice board takes precedence over any other communication.