



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:		<i>KZNRRC Club Championship & Endurance Race</i>					
CHAMPIONSHIP ROUND/S:		<i>Round 5</i>					
DATE OF EVENT:		<i>7th September 2024</i>					
STATUS OF EVENT:		Please indicate below:					
DEVELOPMENT		SOCIAL	X	CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:		<i>Dezzi Raceway, Olslo Beach, Port Shepstone</i>					
GPS CO-ORDINATES:		<i>30deg46,14.0S 30deg25,30.5E</i>					
CIRCUIT DETAILS:							
DIRECTIONS:		<i>Olslo Beach, Port Shepstone</i>					

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:		<i>KZNRRC</i>					
NAME OF CONTACT PERSON:		<i>Bob West</i>					
CONTACT NUMBER:		<i>0824261754</i>					
EMAIL ADDRESS:		<i>bob@westool.co.za</i>					
WEBSITE:		<i>www.kznrrc.co.za</i>					
ORGANISERS NAME:		<i>KZNRRC</i>					
NAME OF CONTACT PERSON:		<i>Bob West</i>					
CONTACT NUMBER:		<i>0824261754</i>					
EMAIL ADDRESS:		<i>bob@westool.co.za</i>					
WEBSITE:		www.kznrrc.co.za					
SPONSOR/CLUB LOGO:							

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) for Circuit, 2024 KZN Club SSR's for Circuit Cars & Motorcycles, and these Supplementary Regulations (SR's), MSA Safeguarding Policy, as well as any Final Instructions which may be issued.
- Any relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

Link to the 2024 MSA GCR's –

https://www.motorsport.co.za/wp-content/uploads/2024/03/2024-MSA-GCRs_Circuit-SSRs_Appendix-HV2.pdf

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17759	Permit issued (date):	22 AUGUST 24
Please note that the MSA Flag will be prominently displayed at:		The Start Line



5. ELIGIBILITY OF COMPETITORS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 227:

The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles/motorcycles comply with the specifications as per the MSA Handbook and relevant Regional Championship Regulations. ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING ENTRANT, DRIVER, VEHICLE PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES. Refer to Standard Supplementary Regulations 1 and 2.

6. INJURY REGISTER

Where a competitor has appeared on the injury register, it is that competitor's responsibility to ensure that they have submitted a medical certificate indicating that they are fit to compete in motorsport no later than 5 (five) working days before the start of the event. This certificate is to be reviewed and processed by MSA Head Office.

It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

Please Note: Competing while appearing on the injury register will result in potential claims being repudiated by the MSA Group Accident Policy.

Refer to Appendix L - Article 2.9

7. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51. - Any competitor who consistently using the verges will be guilty of unsafe driving (refer SSR's 17, 50 and 51) and will be penalised accordingly in terms of GCR 157 (i) (a). Judges of Fact/Observers may be appointed in terms of GCR 161 and their names will either be listed in the Final Instructions or by an Official Bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour, and/or poor driving standards. Competitors reported in this respect that, having been signalled in terms of Appendix "H", Article 6, and who continue to disregard safe driving conduct might be black flagged. Any competitor disregarding the black flag will be excluded from the race.

ONE OR MORE Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be stated in the list of officials, or communicated to competitors in the Final Instructions, or by means of an Official Bulletin.

Strictly NO Practice starts / Burnouts anywhere on the circuit at any time including Practice, Qualifying, sighting Lap or Warm up Lap.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a matter that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 (vii).

INCIDENTS/RETIREMENTS: Competitors attention is drawn to SSR's 60, 61 and 62.

VEHICLES ABANDONED ON CIRCUIT: Any vehicle abandoned on the Circuit must be left unlocked; if a steering lock is fitted the key must be left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit, which is locked, will be moved by any practical and available means and the Promoters, Organizers and Officials will not be liable for any subsequent damage (SSR 10 (iii)).

INCIDENTS DURING PRACTICE SESSIONS: Competitors are advised that, should there be an accident during a practice session, which involves the clearing of the Circuit, their practice session will forfeit the cleaning time required.

RACING FUEL, OIL OR COOLANT SPILLAGE ON THE CIRCUIT: Competitors are requested not to overfill their tanks as spillage of fuel is damaging the surface of a race circuit. Any vehicle spilling fuel, oil or coolant, should leave the circuit immediately and pull off to a safe and stationary position on the side of the circuit (Refer o SSR 50 (iii), (iv) and (v). Infringement to this rule is a minimum fine of R1,000

It is the express wish of the Organisers that any Incidents/Accidents are reported to the Clerk of the Course and if necessary, a written report submitted where required ; SSR61 (ii) (b).

8. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the MSA Environmental Code:

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 (motorcycles, quads, cars, karts, etc) is allowed by the organizers.

2. For Cars, Karts and Quads 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. The key-elements to consider, when deciding on an environmental mat, are the following:

- The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
- Under no circumstances must it allow vehicle fluids to seep through onto the soil, thus having to consist of an **impermeable** (liquid proof) base.

5. 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 within the DSP (Designated Service Point). Any damaged mats **MUST** be disposed off in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company

9. COMPETITION LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 20, 93 and Part V (Licences):

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. Licences can be checked electronically prior to the event using MSA's platforms.

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or support@motorsport.co.za call / whats app After Hours only 063 371 4760

10. ENTRANTS LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 22 and 114:

Where the entrant is NOT the rider, an entrant's licence must be obtained from MSA and submitted together with the entry form / online entry application. Failing which, the entrants name **WILL NOT** be published in the event programme.

11. ADVERTISING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 247 and 248:

It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the motorcycle is entered.

12. COMPETITION NUMBERS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 249:

Competition numbers must be displayed on the front and both sides of the vehicle. Refer GCR 246 249 and SSR 4 and individual category/class SSR's.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
CLERK OF THE COURSE	<i>Bob West</i>	<i>B</i>	<i>13493</i>
MSA STEWARD	<i>Michelle Nicol-Bradfield</i>	<i>B</i>	<i>13661</i>
CLUB STEWARD	<i>Trevor Warmback</i>		<i>28816</i>
SAFETY OFFICER	<i>Bob West</i>		<i>13493</i>
ENVIRONMENTAL STEWARD	<i>Michel Nicol-Bradfield</i>		<i>13661</i>
EVENT SECRETARY	<i>Nadira Maharaj</i>		<i>17215</i>
CHIEF SCRUTINEER	<i>Brant van der Merwe</i>		<i>33726</i>
TIME KEEPING SERVICE PROVIDER	<i>Moto Timing</i>		<i>N/A</i>
CHIEF TIMEKEEPER	<i>Moto Timing/ Morne</i>		
CHIEF MARSHAL	<i>Barry Neal</i>		<i>13660</i>



MEDICAL SERVICE PROVIDER	<i>Medevac</i>		<i>N/A</i>
CHIEF MEDICAL OFFICER/CMC	<i>TBA</i>		<i>N/A</i>
STARTER	<i>TBA</i>		<i>TBA</i>
RACE CONTROL	<i>TBA</i>		

15. CATEGORIES

Refer to Individual Standing Supplementary Regulations:

CATEGORY:		STATUS: <i>CLUB</i>				
07, 09, 2024 <i>Final Program Will be issued 2 days before event.</i>	Activity	Class	Start	Finnish	LAPS	
	Q1	Time Attack	07.20	07.35	15mins	
	Q1	150/juniors	07.40	07.55	15mins	
	Q1	Sports/Super GT/M projects Historics	08.00	08.15	15mins	
	Q1	Formula X a,b,c	08.20	08.35	15mins	
	Q1	Modified/super Mod	08.40	08.55	15mins	
	Q1	Sub 500/Motards	09.00	09.15	15mins	
	Q1		09.20	09.35	15mins	
	R1	Time Attack	09.40	09.55	7	
	R1	150/Juniors	10.00	10.15	7	
	R1	Sports/Super Gt/M Projects Historics	10.20	10.35	7	
	R1	Formula X a,b,c	10.40	10.55	7	
	R1	Modified/Super Mod	11.00	11.15	7	
	LUNCH BREAK		11.20	11.55		
	R1	Sub 500/motards	12.00	12.15	7	
	R1		12.20	12.35	7	
	HEAT 2					
	R2	Time Attack	12.40	12.55	7	
	R2	150/Juniors	13.00	13.15	7	
	R2	Sports/super GT/M projects historics	13.20	13.35	7	
	R2	Formula X a,b,c	13.40	13.55	7	
	R2	Modified/Super Mod	14.00	14.15	7	
	R2	Sub 500/motards	14.20	1.35	7	
	1Hour Endurance Cars			15.00	16.00	1 hour

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted.

The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time prior to the date of the event:

- Entry form - **Please note that the entry is now online, Please Register on the website before you enter for the event. www.kznrrc.co.za**
- Payment for the entry
- Copy of the MSA licence

Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:



- i. Entries will be accepted, in the order of being received, up to a maximum of 36 saloon type cars or 30 single seaters and 32 motorcycles only Per Heat.
- ii. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- iii. Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109
- iv. **The organizers reserve the right to cancel a category should less than 6 entries be received.**

Entries open:	IMMEDIATELY
Entries close (Refer to GCR 104):	Midnight 2nd September 2024
Entry fees as follows:	(Refer to GCR 95) Please take note that any competitor who has not paid his entry fee and any Late entry fee by the morning of 07,09. 2024 will not be permitted to access the track.
	<p>All Motorcycle Classes R1,400 All Car Classes R1,400 Mini GP Class R100 (Juniors under 16Years of age) R500 Second entry same rider/Driver R300 Late entry fee R250</p> <p>The above includes transponder hire and MSA insurance Levy.</p> <p>Unofficial FRIDAY PRACTICE Covered by Marshals an Medics as per Msa</p> <p>Banking Details: KZN Road Racing Club Bank: ABSA Account No.: 9265462094 Branch Code: 632005 Account Type: Savings Reference: Name, Class (NB! Please use this reference for all deposits.) Proof of payment should be emailed to the race secretary</p>
Event Secretary contact number:	Nadira Maharaj – 078 052 5257
Event Secretary email address:	maritzburgtrack@gmail.com

17. PROGRAMME OF EVENTS						
DATE & TIME	DETAILS BELOW:					
07, 09, 2024 <i>Final Program Will be issued 2 days before event.</i>	Activity	Class	Start	Finnish	LAPS	
	Q1	Time Attack	07.20	07.35	15mins	
	Q1	150/juniors	07.40	07.55	15mins	
	Q1	Sports/Super GT/M projects Historics	08.00	08.15	15mins	
	Q1	Formula X a,b,c	08.20	08.35	15mins	
	Q1	Modified/super Mod	08.40	08.55	15mins	
	Q1	Sub 500/Motards	09.00	09.15	15mins	10
	Q1		09.20	09.35	15mins	
	R1	Time Attack	09.40	09.55	7	
	R1	150/Juniors	10.00	10.15	7	
	R1	Sports/Super Gt/M Projects Historics	10.20	10.35	7	
	R1	Formula X a,b,c	10.40	10.55	7	
	R1	Modified/Super Mod	11.00	11.15	7	
	LUNCH BREAK		11.20	11.55		
	R1	Sub 500/motards	12.00	12.15	7	
	R1		12.20	12.35	7	



	HEAT 2				
	R2	Time Attack	12.40	12.55	7
	R2	150/Juniors	13.00	13.15	7
	R2	Sports/super GT/M projects historics	13.20	13.35	7
	R2	Formula X a,b,c	13.40	13.55	7
	R2	Modified/Super Mod	14.00	14.15	7

18. OFFICIAL NOTICE BOARD

Refer to Standing Supplementary Regulations as shown below, as well as GCR 17:

Messaging apps such as WhatsApp or Telegram may be used to disseminate information and race results to competitors at all times.

Notifications will be done via the
WhatsApp link:

KZNRRC WhatsApp Notice Board

19. DOCUMENTATION

Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event organisers/promoters together with their entry form / online entry application.

Competitors can download copies of their competition licences from the www.msaonline.co.za platform.

20. SCRUTINEERING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 245, 253 and 254:

Scrutineering will take place. Random Checks will be performed before commencing of racing.

Self-declaration of vehicle safety and eligibility shall apply and random checks

Self-scrutineering declaration form will be sent out with event supplementary regulations and entry forms.

All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.

21. RIDERS BRIEFING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 121 and 141 iv):

Riders briefing will be by the Media Centre at 07.15am

22. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239:

23. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252:

PARC FERMÉ:

- All competitors who have completed two-thirds of race distance are classified as finishers and unless otherwise directed by the Clerk of the Course, are required to bring their vehicle to parc fermé immediately after their last event of each category.
- The Parc Fermé is based next to the top pit area (Refer GCR 252).
- The Organisers reserve the right to impound and examine any vehicle/motorcycle at their discretion (refer GCR 254).
- In terms of GCR 200 (v), and (x) all competitors are requested to remain at the circuit until AT LEAST THIRTY (30) MINUTES after their last heat, or until such time as any protest/appeal time affecting their category's results has elapsed.
- All categories that use parc fermé and the weighing facilities are to ensure that their competitors know the regulations per category.



24. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

Starting positions will be determined by lap times recorded during official timed qualifying sessions, unless otherwise stipulated in the regulations for the category concerned. The vehicle or motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) drivers or riders combinations recording the same lap time, the more favourable grid position will be allocated to the driver who established that time first.

GRID PLACING.

Motorcycle front wheel must be on the yellow dot or 25cm Right, Left or rear of yellow dot of their allotted grid position
CARS front wheels must be within the white line Box of their allotted Grid Position, Front wheels must not be over the white line and must be between the side lines. Front wheels must not be more than 50cm MAX to the rear of the white line. Any more than 50cm will be deemed as Unsporting Behaviour and will be penalized.

- At the discretion of the Clerk of the Course competitors who are not recorded on the grid for either the first or the second race may be positioned at the back of their class.
- Where there are two races per category, the starting order for the second race will be based on the finishing order of the first race unless determined otherwise by the regulations for the category concerned.
- Standing starts, starting procedure will be one (1) warm-up lap the short circuit, form up in correct grid positions. All Car Classes and Formula Extreme Bike Class will have extra full warm lap, then stop on the Grid in correct positions, the Red lights will go on, then the switching off of the red lights or dropping of the MSA Flag will denote the Start.
- The rolling start, start procedure will be one (1) sighting lap on the short circuit, formation on grid, then green flag denoting the start of the warm-up lap on the full circuit behind a pace car. On completion of the warm-up lap, the pace car will switch off its lights and enter the pit road and the formation will proceed towards the start line at the same speed as behind the pace car. The start will be denoted by the switching off of the red lights or the dropping of the MSA Flag (refer to SSR 39).
- The starting signal will be given by means of lights. Should these lights fail after the showing of the five second board, a "Start Delayed" board will be shown, and the start will proceed in accordance with SSR 38 E (iii) and the MSA Flag will be utilized. All subsequent starts will proceed with the use of the MSA Flag.
- Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the race.
- Competitors who do not take part in official timed practice must confirm one (1) hour before the first race their intention to start.
- In the event of a timekeeping failure during Official Timed Practice, the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course in consultation with the relevant Association Chairman and with the approval of the Stewards. Should a competitor be deemed a non-finisher in the first heat, s/he must inform the Clerk of the Course **IN WRITING WITHIN (1) HOUR OF THE COMPLETION OF THE FIRST RACE**, that the Competitor would be in a position to start the second race. The Competitor will be permitted to start the second race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.
- Competitors who jump the start will be penalised in terms of SSR38 j.

25. REFUELLING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 240:

Competitor's attention is drawn to GCR 240 with regard to fuel permitted.

Replenishment of Lubricant and fuel is not permitted during any race or timed qualifying session.

26. PITS

Refer to Standing Supplementary Regulations as shown below as well as GCR 251

Social distancing must be adhered to at all times.

Masks to be worn in Media Centre and Timing Office.

27. SIGNALLING

Refer to Appendix H



28. GENERAL RACE INFORMATION

PIT LANE	The pit lane speed is restricted to 15 km/h
PADDOCK / PIT ROADS	Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters, or bicycles will be allowed in the paddock area. No loading and offloading may take place in Pits whilst Racing is in progress. ALL TRAILERS WILL be parked in the trailer park on the runway at the south side of the Track.
PIT HYGIENE	The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided –bins marked USED OIL are placed between the Medical Centre and the Pits.
SECURITY	Security guards will be provided but will not be held responsible for losses.
PITS are to be vacated by 21:00 on Saturday, 17th August 2024, if you wish to stay later than this then you are required to make the appropriate arrangements with Circuit Management.	

29. TIMEKEEPING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164:

Timing will be done electronically by means of transponders. All competitors must register with Timekeeping before they practice/qualify as to ensure that all the relevant information pertaining to the entrant, vehicle and sponsor etc, is recorded. Transponders NOT returned at the end of the meeting will be for the competitors cost to return it.

30. POINTS & RESULTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279:

Race results will be communicated electronically:

Posted online, emailed or distributed electronically to competitors: After every race, the results which have been posted on the WhatsApp group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

31. PROTESTS / APPEALS / PENALTIES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 175:

All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

32. PRIZE GIVING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:

The prize giving will take place as soon as possible following the last event of the day once results are deemed to be final. Any competitor not present at prize giving to receive their trophy and Prizes will forfeit it. Trophies will be ordered based on the number of entries received by the closing date of entries.

33. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of any of these occurring, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that may be incurred, other than that specified in GCR 244.

The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152 (vii).

Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.



34. GENERAL

Safety Plan and Operational Plans will be available via the Electronic Notice Board, and will be available from the Event Secretary, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010 – Refer to GCR 284.

35. MARKETING RIGHTS / MEDIA

Refer to GCR 141 x) (h), 207, 279 and 280:

Any media wishing to attend the event is required to contact MSA for accreditation two weeks prior to the date of event – jaco@motorsport.co.za / 011 675 2220

MSA accredited media personnel are required to:

- ***Report to Documentation on arrival and sign on the Media Attendance Register which will be submitted to MSA after the event, and;***
- ***Obtain permission from the Clerk of the Course to go out on the track / route during the event.***

36. ENDURANCE RACE: REGULATIONS AND SPECIFICATIONS

Previous race experience is not a requirement and new competitors are most welcome. Track day experience for new entrants is a must to ensure the safety of the new entrant, as well as the rest of the competitors.

1. TROPHIES

Trophies are supplied and sponsored by Backdraft Racing

1.1. The KWAZULU-NATAL ROADRACING CLUB Endurance winners will be the overall winner from each Class. Classes are listed below. Team winner trophies for **first and second place** will be awarded to the teams based on the highest number of laps and distance within the 1 hour for the following classes:

1. Class A
2. Class B
3. Class C
4. Class D
5. Class E

1.2. Classes are time based and will be determined by the fastest lap time achieved during the endurance race in accordance with 1.2.2

1.2.1 The time keeper will provide the data at the end of the race and determine the class per team as per 1.2 and 1.2.2

1.2.2	CLASS A	-	1,16 and faster
	CLASS B	-	1,16.001 – 1,18.999
	CLASS C	-	1,19 – 1,22.999
	CLASS D	-	1,23 – 1,25.999
	CLASS E	-	1,26 and slower

1.2.3 A single trophy will be awarded to the Team with the fastest lap time of the race.

PRIZE MONEY (Sponsored by Backdraft Racing)

Prize Money will be paid to the first three teams to finish the race as follows:

1 st Place	-	R1500
2 nd Place	-	R1000
3 rd Place	-	R500

1.3. SCRUTINEERING & ELIGIBILITY TO COMPETE

All competitor vehicles must be presented to, and approved by, the circuit Scrutineers prior to participation in any Qualifying or Race session.

1.3.1. All vehicles must comply with the specifications stipulated herein, as well as All Classes must have Log Books and Environmental Mats for each Vehicle.



2. **Racing Numbers & Logos (All Classes)**

- 2.1. All vehicles will carry numbers. A minimum of 3 number boards must be placed on the vehicle, 1 on either side, and 1 on the Bonnet / Nosecone. Placing one on the rear of the Vehicle is recommended, but optional.
- 2.2. If race numbers are duplicate between 2 competitors, an additional digit (a number 1 preceding the competitors number) will be added to the number to one of these competitors to prevent such duplication

3. **Vehicle Eligibility**

- 3.1 All vehicles are allowed within the following conditions in 3.2 , 3.3 & 3.4
- 3.2 No open wheeled vehicles allowed. Wheels must be covered with at least a mudguard. If a vehicle's mudguard is damaged or no longer attached to the vehicle, the vehicle will be black flagged and only allowed back on track once a mudguard is fitted and deemed satisfactory by the Scrutineer.
- 3.3 All vehicles must have a roll over structure as per GCR 239 C read in conjunction with Appendix J of the FIA Articles.
- 3.4 Modifications are free of limitations.

4. **Competitor Eligibility**

The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles comply with the specifications as per the MSA Handbook and relevant regulations.

ALL ENTRIES

- 4.1 Should the number of entries received for the event exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:
- 4.2 Entries will be accepted, in the order of being received, up to a maximum of 32 cars only
- 4.3 Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- 4.4 Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109.
- 4.5 The organisers reserve the right to cancel or amalgamate a category should less than 10 entries be received

5. **GRID POSITIONS**

- 5.1 Grid positions for the race will be as per fastest qualifying times achieved in whichever sprint race qualifying session from earlier in the day in order of fastest to slowest lap time. If a competitor is only entering the endurance race the competitor must do qualification in the most suitable class according the vehicle type in the qualifying sessions allocated for the sprint races.
- 5.2 It is up to the competitor to know their track position prior to the start of the race, failing to do so will result in driver starting from the back of the grid.
- 5.3. Vehicles failing to qualify will start from pitlane. The order in which cars start from pitlane, should there be more than one such competitor, will be determined by the CoC with preference given to the competitor who achieved a faster lap time in the practice of the weekend, failing this, a higher placed finish in a previous race and so on.

6. **QUALIFICATION AS A FINISHER**

- 6.1. A vehicle must cross the finishing line under its own power on the circuit after the chequered flag has been shown 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.
- 6.2. A vehicle must complete 75% of its class winner's race distance to qualify as a class finisher.
- 6.3. 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 75% of a race distance calculated by using the historical lap times of a car in that class.
- 6.4 The Pit Lane Exit will close 5 minutes before the end of the race. This closing time will be based on the official timekeeper's time and not subject to a visual aid to determine the closure.

7. **COMPULSORY STOP**

- 7.1 All teams must perform a compulsory stop of no less than 4 minutes. The stop will be timed from the moment



the vehicle enters the pit lane until the moment the vehicle exits the pit lane.

7.2 Non-compliance to this rule will result in an 8 minute penalty for the offending team

8. SAFETY CAR

8.1 A Safety Car will be used as described in Appendix E of these regulations.

8.2 Pit stops are allowed during a Safety Car intervention period, except for the last five minutes of the race when the pit lane is closed and when the safety car is entering the start finish line zone, where the pit lane will be closed for this short period to allow all trailing cars to past the pit exit.

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.

8.3. The Safety Car and a Course Car are deployed from the Pit Lane exit by the CoC for an incident. The Course Car will depart immediately for the incident area with the circuit under full course yellow conditions with all SC Safety Car boards displayed. The Safety Car will pick up the LEAD Car of the event as it approaches the Pit Exit area and will proceed onto the circuit holding position in front of the LEAD car. Should the lead car have pitted the next following car will be deemed as the lead car. The Course Car officials will decide in conjunction with the CoC by radio communication if the incident requires a recovery of vehicle/vehicles to the pits or the vehicle/vehicles are to be abandoned from the event and moved to a place of safety. 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.

8.4. 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.

8.5. 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.

8.6. Cars that have entered the pits during the SC period may only re-join 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.

8.7. 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.

8.8. 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.

8.9. 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.

8.10. Cars must proceed at a safe pace to catch up to the SC and form a train behind the SC.

8.11. Cars leading the SC train may not accelerate and or pass the SC until the SC has left the circuit. 8.12. Non-compliance with any of the above by competitors refer to Appendix G

9. RED FLAG

9.1 Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by race the Clerk Of the Course.

9.2 Drivers may take personal refreshments during a red flag stop but must remain in the vehicle.

9.3 A vehicle may not be worked on during a red flag stop, but windscreens, radiator or visors may be cleaned of debris.

9.4 Vehicles may not enter or exit the pits during a red flag stop.

9.5 A TWO-minute board will be shown to signal a rolling restart behind a safety car.

9.6 The order of restart will be the order at which the drivers were running the lap before the red flag came out

10. REFUELLING

10.1. A maximum of 5 crew members may be involved in the refuel of a car whilst the car is on Pit Road only at any times before or during an event.

10.2 Drivers may not remain in a vehicle but can conduct a driver change during refuelling. Only a fully cladded crew member or driver attired as per rule

10.3 May assist in the changeover of an incoming or outgoing driver.

10.4 Each entry must have a minimum of two 9kg dry powder or equivalent fire extinguishers. One of these must be



placed within easy reach of the refuelling crew on the pit lane and the second, with its safety pin deactivated, must be held by a crew member, and faced towards a refuelling operation. All fire-extinguishers must carry a current sold by date or a current service date.

- 10.5 The vehicle engine must be shut down during refuelling and may not be started until refuelling is complete.
- 10.6 A wet blanket must be placed over the wheel or exhaust area closest to the vehicles fuel intake point. The blanket must be of suitable size to cover the vehicle wheel or exposed exhaust area.
- 10.7 No work of any nature is allowed on the vehicle whilst it is being refuelled.
- 10.8 Vehicles may be refuelled by gravity feed only.
- 10.9 The refilling of fuel rigs with electric pumps is not permitted unless the equipment complies with FIA standards otherwise only manual, or air pressure pumps may be used.
- 10.10 No booms may cross the pit lane at a height of less than 1.90 meters.

11. RACE START AND FINISH PROCEDURE

- 11.1 Race starts will be conducted by way of a rolling start unless otherwise stated in the event SRs.
- 11.2 The Pit Lane will be opened Fifteen Minutes, or as specified otherwise in the event SRs, prior to the scheduled start of the race.
- 11.3 The pit lane exit will close Five minutes before the official race start and will reopen at the race start or unless otherwise directed by the CoC. 20.4 GCR272 (iii) will not be applied for the last lap of the race.

12. OUTSIDE ASSISTANCE

- 12.1 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.
- 12.2 A vehicle may only be returned to the pit area by means of it being towed behind a support vehicle by means of a tow strap. A roll back or trailer may be used to return the vehicle to the pits during a race if directed by race officials.
- 12.3 Only the driver is permitted to make repairs outside of the designated pit area during a race. No assistance may be given by any third party outside of the confines of the circuit demarcated areas. Should a driver abandon or leave a car on circuit the car is deemed as retired and may not be retrieved for repair at a later stage.
- 12.4 No refuelling or replenishment of fluids or lubricants is allowed on the circuit.

13. SAFETY LIST

13.1 Roll-over protection

A roll bar with at least six mounting points or role cage as per MSA is required for all Race Classes. The primary aim of the Rollover Structure, when correctly designed and installed, is to reduce the risk of injury to the occupant/s.

- 13.2 The design and construction of the Rollover Structure, where not covered by individual racing category regulations and specifications, must as both applicable and appropriate, comply to the minimum requirements as stipulated in Appendix J of the FIA Articles in so far as they relate to the ability to withstand the prescribed vertical and lateral loads and allowable elastic and permanent deformation of the primary member of the rollover structure, to a maximum of 50mm
- 13.3. Taking the above parameters into consideration, the general configuration, with the driver in the normal seated position and safety harness securely on and ready to compete, the rollover structure shall:
- 13.4 Be at a minimum height of 50 mm above the tallest driver's helmet measured from a horizontal line drawn across the top of the primary rollover member;
- 13.5 Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;
- 13.6 In combination with the vehicle structure shall not leave unprotected any part of the drivers shoulder profile when viewed from the front or rear of the vehicle;
- 13.7 Be adequately braced longitudinally and laterally.

Dispensation

- 13.8 Where the rollover structure does not fully meet the above requirements and the safety of the driver is not compromised, the Clerk of Course, in his sole discretion, may allow the competitor to compete; and
- 13.9 Where MSA, in special cases, has given dispensation to period vehicles which were not originally fitted with a rollover structure as in for example, front-engine Historic Single Seaters – in both cases (10.1.7 and 10.1.8) an



indemnity must be signed by the competitor/s attesting in writing their understanding of the additional risk of death or injury arising from their use of the vehicle without fully compliant rollover protection equipment. A MSA indemnity document – rollover protection- needs to be completed before the competitor will be allowed to compete

14. FIRE EXTINGUISHER COMPULSORY ALL CLASSES

Fire extinguisher of 1.5 kilogram minimum extinguishing capacity must be fitted. Proof of service or purchase must be furnished in accordance with MSA regulation GCR 257.

Fire extinguisher to be within reach of driver with harness done up. A decal should be positioned to show the marshals the location of the extinguisher.

15. WHEEL STUDS

Wheel nuts should have at least 1.5 x diameter's engagement with studs. Closed nuts are not allowed.

16. BRAKES

Brake callipers to be attached to suspension using Grade 8.8 or better bolts. Brake discs should not show evidence of structural cracking. Brake hoses should be in good condition and must not rub against moving parts such as wheels, tires or the ground. Brake fluid to be replaced at least yearly, and should appear clean and be uncontaminated. The level of brake fluid should be within limits before every race. Brake pads must have at least 3mm of friction material left before every race.

Brake pedal must be firm, and have the correct travel.

All cars must have visible working brake lights at the rear.

17. ELECTRICAL SYSTEM

Battery cut-off switches to be fitted to All Racing Classes and must be accessible to marshals from outside the car as well as being accessible to the driver when fully belted into the Race car. A decal should show the position of the cut-off switch and the direction to turn the power off. Batteries to be securely mounted and covered if mounted in the driver area. Wiring to be in good condition and connections should be insulated. Grommets should be fitted where the wiring goes through all panels. When the Battery cut-off is switched off, it must completely cut ALL electric power and the engine must stop

18. CLOTHING

Fire Retardant Racing overalls, Gloves and Shoes to be worn by all Racing Class competitors. Fully enclosed shoes, Shirt, Trousers and gloves to be worn by all competitors Full face, double D- Clip Helmets are to be worn by all competitors and must be in good condition. Time challenge to wear long sleeve cotton shirt, cotton trousers and closed shoes.

19. SEAT BELTS

Safety belts/harnesses Four, Five or six Point, shall be fitted in accordance with the requirements of the MSA safety commission. The harness must be in good condition.

All belts expiry and grace period must be within the GCR rulings.

20. OTHER

All cars shall, at a minimum, have 2 mirrors, positioned such as to have an unobstructed view behind the car. Sump, gearbox and diff drain plugs, oil filters or threaded fittings, shall be safety-wired in place. Indicated towing points are to be provided front and rear. No loose carpets or other items shall be present in the car. All headlight glass to be taped. Engine oil to breathe into a catch min 2l tank or inlet manifold. Cooling system, Ethylene –Glycol (antifreeze) is not permitted in the cooling systems.

Steering wheel and seat must be securely mounted to the satisfaction of the scrutineer.

All competitors must have an Eco mat placed under the cars running gear at all times, that the car is stationary in the pit area

Competitors are to ensure that transponders are fitted to their vehicles from the first practice session of the event. Competitors venturing onto the circuit without a transponder will be black flagged.



21. FUEL

Strictly no Methanol or Methanol blended fuels are permitted. Strictly no Nitrous permitted.

22. TAMPERING

If an entrant or competitors team is caught tampering with a competitor's equipment, or vehicle, They will be asked to leave and only be allowed to re-enter their next KZNRRC event, subject to the committee approval.

23. PROTESTS

Protests shall be lodged as per MSA GCR's (refer GCR's 197 through 207)