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# APPENDIX "D" COURSES, ROADS, TRACKS AND RECORDS

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## ART

### 1. INTERNATIONAL TRACKS

- i) Any application for a licence for either a permanent or temporary international track or autodrome must be made by MSA to the FIA/FIM/CIK.
- ii) The FIA/FIM/CIK will issue a track licence if the track is deemed to comply with the criteria in force at that time.
  - This licence will have validity for a given period, which will be stated on it.
  - It may restrict the track to certain classes or types of vehicles.
  - It will state the number of vehicles able to compete at any one time.
  - It will give the length of the track.
  - It will detail, on an addendum, the safety equipment required to be in place for international race meetings.
- iii) Any track licence issued by the FIA/FIM/CIK may, after consultation with MSA, be withdrawn at any time or renewal refused.
- iv) Any track licence issued by the FIA/FIM/CIK must be displayed in a prominent position at the track where it is accessible to competitors.
- v) International events may only be conducted on tracks licensed by the FIA/FIM/CIK. This applies also to attempts on world and international records.

### 2. INTERNATIONAL COURSES – CONSENT AND CONTROL

When the course of a competition traverses the territory of several countries, the promoters must first obtain through MSA the consent of every ASN/FMN having authority in each such country. Each ASN/FMN whose territory is traversed will exercise control of such a competition whilst it is taking place within that territory except that the final approval and the announcement of the results of the competition will be made by MSA, to whom the promoters are answerable.

### 3. ROAD COURSES

Application shall be made to MSA for approval of any course selected for a competition. The application shall include, in the case of a rally or reliability trial, particulars of the proposed route, the time of day at which the course will be covered by competitors, and the total distance to be covered, together with any other information which may be required by MSA. **An inspection fee in accordance with the scale laid down in Appendix "R" to these rules shall be payable to MSA.**

### 4. INTERNATIONAL TRACK LICENCES

Application must be made by MSA to the FIA/FIM or CIK for an international track licence for a permanent or temporary track. The FIA/FIM or CIK may licence a track for a meeting or for a series of meetings. The FIA/FIM or CIK may, after consultation with MSA, refuse to grant or may withdraw an international track licence in respect of a track within the territory of MSA as it may deem fit and without giving any reason for so doing.

### 5. NATIONAL TRACK LICENCE

MSA may grant a national track licence to a track for a meeting or for a series of meetings or, if the track is a permanent one, until 31st December next ensuing. MSA may refuse to grant or may withdraw a track licence as it may think fit and without giving any reason. A track in respect of which only a national track licence is current may not be used for attempts at international class or world records.

**6. INFORMATION TO BE GIVEN ON TRACK LICENCES**

- i) A track licence will state the length of the track and whether it is approved for attempts at international records, world records, or for attempts at national records. The track licence will also contain the special track rules, which all concerned are expected to know and are required to obey.
- ii) MSA shall, at its sole discretion, grade and licence tracks stating the categories of racing they may accommodate and are licensed for. This information will be given on the track licence.

**7. DISPLAY OF A TRACK LICENCE**

For as long as it is valid, a track licence shall be required to be displayed in a prominent position at the track.

**8. TRACK LICENCE FEE**

The scale of fees payable on the grant of a track licence is laid down in Appendix "R" to these rules.

**9. CONDITIONS TO BE FULFILLED FOR MEASURING PERMANENT AND TEMPORARY TRACKS**

Permanent and temporary tracks shall comply with the conditions and requirements in regard to measuring as laid down by the FIA, FIM or CIK.

**10. MEASUREMENT OF DISTANCES ON THE ROAD**

- i) Distances up to 5 km – by survey line along centre line of road.
- ii) Distances over 5 km – by official road markers or from a map of a scale up to 1 : 100 000.
- iii) Distances over 100 km – from a map of a scale of up to 1 : 250 000.

**11. RECORD ATTEMPTS**

**11.1 RECORD**

The term "record" means the best performance obtained over a certain distance or within an imposed time limit.

**11.2 TYPES OF RECORDS RECOGNISED**

The only records recognised are speed records established either on a track or on an open road, and in accordance with the following definitions:

**a) National record:**

A record established or broken in conformity with the rules established by MSA, on its territory or on the territory of another ASN with the prior authorisation of the latter, whatever the nationality of the entrant and of the driver(s)/rider(s). A national record is said to be a "class record" if it is the best result obtained in one of the classes into which the types of cars/motorcycles eligible for the attempt are subdivided, or "absolute record" if it is the best result, not taking classes into account.

**b) International record per category, group, cylinder-capacity class or other subdivision:**

A record recognised by the FIA or FIM as the best result obtained in one of the categories, groups, cylinder-capacity classes or any other sub-divisions of the types of cars/motorcycles eligible for the attempt.

**c) World record:**

A record recognised by the FIA or FIM as the best result obtained with a vehicle, not taking the class, category or group of the vehicle into account, provided the vehicle belongs to the types eligible for an attempt at a national or international record.

**11.3 CATEGORIES, GROUPS AND CLASSES OF ELIGIBLE VEHICLES**

- a) Only vehicles of categories, groups and classes in conformity with the provisions of these regulations may attempt to break the different types of recognised records.
- b) In all cases, the vehicles must be suitable for the attempt and must not be of dangerous construction.
- c) Records can only be established by vehicles falling within the following categories:

## CARS

### Category A:

Special automobiles, using free fuel and divided into groups and classes as detailed below. The term "automobile" is defined as: "A land vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground, steering and propulsion being ensured in each case by at least two of the wheels".

### Category B:

Series-production automobiles recognised as such by MSA. For the attempt, the fuel used must comply with the provisions of GCR 240 as contained in the MSA Hand Book. Automobiles of this category shall be divided into classes, as detailed below. It is permitted to fit a bolted safety roll- bar in accordance with the provisions of Appendix J of the FIA regulations.

#### CATEGORIES AND GROUPS

##### CATEGORY A - Special Automobiles:

|            |                                                          |
|------------|----------------------------------------------------------|
| Group I    | Reciprocating 2 or 4 stroke engine, with supercharger    |
| Group II   | Reciprocating 2 or 4 stroke engine, without supercharger |
| Group III  | Diesel cycle engine, with supercharger                   |
| Group IV   | Diesel cycle engine, without supercharger                |
| Group V    | Rotary engine, with supercharger                         |
| Group VI   | Rotary engine, without supercharger                      |
| Group VII  | Solar powered                                            |
| Group VIII | Electrical engine                                        |
| Group IX   | Turbine engine                                           |
| Group X    | Steam engine                                             |
| Group XI   | Hybrid engine                                            |
| Group XIV  | Fuel Cell engine                                         |
| Group XV   | Hydrogen reciprocating engine                            |

##### CATEGORY B - Series production cars:

|            |                                                          |
|------------|----------------------------------------------------------|
| Group I    | Reciprocating 2 or 4 stroke engine, with supercharger    |
| Group II   | Reciprocating 2 or 4 stroke engine, without supercharger |
| Group III  | Diesel cycle engine, with supercharger                   |
| Group IV   | Diesel cycle engine, without supercharger                |
| Group V    | Rotary engine, with supercharger                         |
| Group VI   | Rotary engine, without supercharger                      |
| Group XII  | T1 homologated cars, with supercharger                   |
| Group XIII | T1 homologated cars, without supercharger                |

#### CLASSES

##### Cylinder capacity:

|    |                         |
|----|-------------------------|
| 1  | Up to 250 cc            |
| 2  | Over 250 cc to 350 cc   |
| 3  | Over 350 cc to 500 cc   |
| 4  | Over 500 cc to 750 cc   |
| 5  | Over 750 cc to 1100 cc  |
| 6  | Over 1100 cc to 1500 cc |
| 7  | Over 1500 cc to 2000 cc |
| 8  | Over 2000 cc to 3000 cc |
| 9  | Over 3000 cc to 5000 cc |
| 10 | Over 5000 cc to 8000 cc |
| 11 | Over 8000 cc            |

##### Cylinder capacity:

|    |                         |
|----|-------------------------|
| 1  | Up to 500 cc            |
| 2  | Over 500 cc to 600 cc   |
| 3  | Over 600 cc to 700 cc   |
| 4  | Over 700 cc to 850 cc   |
| 5  | Over 850 cc to 1000 cc  |
| 6  | Over 1000 cc to 1150 cc |
| 7  | Over 1150 cc to 1400 cc |
| 8  | Over 1400 cc to 1600 cc |
| 9  | Over 1600 cc to 2000 cc |
| 10 | Over 2000 cc to 2500 cc |
| 11 | Over 2500 cc to 3000 cc |
| 12 | Over 3000 cc to 3500 cc |
| 13 | Over 3500 cc to 4000 cc |
| 14 | Over 4000 cc to 4500 cc |
| 15 | Over 4500 cc to 5000 cc |
| 16 | Over 5000 cc to 5500 cc |
| 17 | Over 5500 cc to 6000 cc |
| 18 | Over 6000 cc            |

### Category C:

"Special vehicles" on at least four wheels, and which are propelled otherwise than through their wheels. These records may be subdivided according to the type of engine used (turbo-jet, rocket, etc.).

### Category D:

Drag racing cars in accordance with MSA's regulations.

#### For all categories:

The use of FIA-homologated seats and safety belts and of hand-operated extinguishers is recommended.

Suitable safety clothing (including crash helmet) must be worn by the driver(s)/rider(s) when undertaking a record attempt.

#### **COMMERCIAL VEHICLES**

Open to standard production commercial vehicles ('bakkies') recognised as such by MSA.

##### **CATEGORIES Category A:**

2-wheel drive, normally aspirated petrol engines

##### **Category B:**

4-wheel drive, normally aspirated petrol engines

##### **Category C:**

2-wheel drive, forced induction petrol engines

##### **Category D:**

4-wheel drive, forced induction petrol engines

##### **Category E:**

2-wheel drive, normally aspirated diesel engines

##### **Category F:**

4-wheel drive, normally aspirated diesel engines

##### **Category G:**

2-wheel drive, forced induction diesel engines

##### **Category H:**

4-wheel drive, forced induction diesel engines

#### **CLASSES**

##### **Cylinder capacity:**

- 1 Over 1000 cc to 1150 cc
- 2 Over 1150 cc to 1400 cc
- 3 Over 1400 cc to 1600 cc
- 4 Over 1600 cc to 2000 cc
- 5 Over 2000 cc to 2500 cc
- 6 Over 2500 cc to 3000 cc
- 7 Over 3000 cc to 3500 cc
- 8 Over 3500 cc to 4000 cc
- 9 Over 4000 cc to 4500 cc
- 10 Over 4500 cc to 5000 cc
- 11 Over 5000 cc to 5500 cc
- 12 Over 5500 cc to 6000 cc
- 13 Over 6000 cc

#### **REGULATIONS IN RESPECT OF STANDARD PRODUCTION VEHICLES / ENDURANCE RECORDS**

- a) The manufacturer concerned must make one 'showroom' example of each vehicle available following the attempt, to enable MSA to ascertain that the vehicles used for the attempt were in fact 'standard'. MSA will draw vehicles from dealer stock and the onus is on the manufacturer to make the necessary arrangements in this regard.
- b) Only options as supplied 'ex factory' will be permitted (no dealer options).
- c) Tonneau covers may be used on commercial vehicles.
- d) Vehicles used must appear 'as standard' at all times during the attempt.
- e) Fuel fillers may be swapped from unleaded to leaded specification (bigger bore) to facilitate re-fuelling.
- f) Drivers must vacate vehicles while re-fuelling is in progress.
- g) Chassis, engines, gearboxes and axle housings may not be changed from the original during the attempt.
- h) Legitimate accident damage may be repaired, subject to prior approval from the MSA officials.
- i) The method of re-fuelling must comply with prevailing governmental legislation.
- j) Tyres must be suitable for commercial use and wheel rims must be standard, or factory-

- approved options, for the vehicle concerned.
- k) Radiator fans must be standard and operational throughout the attempt.
  - l) Radiator cowls, if fitted, must remain standard and in place throughout the attempt.
  - m) All normal systems (power steering, etc.), electrical and otherwise, must be operational or capable of operation (in the case of air-conditioning systems) at all times.
  - n) Air cleaner systems (including elements and canisters) must remain standard.
  - o) The standard spare wheel must remain in its standard location throughout the attempt.
  - p) Ride heights must remain within 5% of the standard factory specification at all times.
  - q) Exhausts and silencers must remain standard.
  - r) Brakes (front and rear) must remain standard and operational throughout the attempt.
  - s) Drive pulleys for accessories may not be changed to a different size from standard, and may not be disconnected.
  - t) Fuel used must comply with MSA specifications (in the case of petrol) or SABS specifications (in the case of diesel).
  - u) In the case of turbocharged/supercharged vehicles, turbochargers/superchargers must remain standard, as must their boost settings.
  - v) The locks on fuel filler flaps/caps may be removed or rendered inoperable.

## MOTORCYCLES

### Category I

Motorcycles propelled by the action of one wheel in contact with the ground.

#### Group A1 – Solo motorcycles

Two-wheeler vehicles that make only one track on the ground.

#### Group A2 – Scooters

Motorised vehicle with two wheels, providing a seat for the rider and having a free space in front of the seat for the rider's legs (for a more detailed description, see FIM Technical Regulations).

| Class     | Over (cc) | Up to (cc)                   |
|-----------|-----------|------------------------------|
| 50        | -         | 50                           |
| 80        | 50        | 80                           |
| 100       | 80        | 100                          |
| 125       | 100       | 125                          |
| 175       | 125       | 175                          |
| 250       | 175       | 250                          |
| 350       | 250       | 350                          |
| 500       | 350       | 500                          |
| 750       | 500       | 750                          |
| Supermono |           | 4-stroke 800 single cylinder |
| 1000      | 750       | 1000                         |
| 1300      | 1000      | 1300                         |
| Unlimited | 1300      | Open                         |

### Category II

Special vehicles propelled by the action of one or more wheels in contact with the ground, and which do not fall within Category I.

### Category III Electric

vehicles

**Category IV**  
Special vehicles not propelled by wheels in contact with the ground.

**NOTE:** For more detailed information concerning the above-mentioned categories, see the FIM Technical Regulations.

## 11.4 TIMES AND DISTANCES RECOGNISED

The recognised times and distances are as follows:

- Distance record (flying start): 1 km
- Acceleration records (standing start): 1/4 mile (402,34 m) - 1 kilometre

- Distance records in kilometres (standing start): 50-100-200-500-1000–2000-5000-10 000
- Time records in hours (standing start): 1 - 3 - 6 - 12 - 24 - 48 - 72

#### 11.5

##### **GENERAL CONDITIONS**

- a) It is forbidden to use the term "record" in the name of any event that is not run in compliance with these regulations.
- b) MSA shall have the sole discretion to approve, or reject, drivers/riders proposed to be utilised for a record attempt (in this regard, any driver/rider may be required to supply justification of his/her experience and/or competence).
- c) Drivers/riders taking part in attempts must be in possession of valid competition licences issued by MSA (these licences will be issued on a free of charge basis where the driver/rider does not already hold a competition licence). Depending on the nature and location of the attempt, MSA may also require the driver/rider to be in possession of a valid provincial driver's licence. Such licences must be available for inspection at any time during the attempt.
- d) Suspended or disqualified competitors may not participate in record attempts.
- e) Foreigners must have the written authorisation of their own ASN.

#### 11.6

##### **RESPONSIBILITIES OF PROMOTERS/ORGANISERS**

The promoters/organisers of a record attempt shall:

- a) Provide the venue for the attempt (subject to MSA approval);
- b) Ensure that side roads (where applicable) are properly controlled;
- c) Ensure that the public are kept away or are confined to area/s approved by the MSA Steward;
- d) Undertake the necessary liaison with local authorities (police, traffic police, etc.);
- e) Supply a surveyor's certificate, certifying that the venue to be used complies with the requirements of these regulations as regards gradient, distances, etc.;
- f) Arrange for the attendance of medical services to the satisfaction of MSA (including the provision of an evacuation helicopter where required by MSA);
- g) Arrange for the attendance of a suitably-equipped rescue vehicle (which must contain "jaws of life" or similar extrication equipment);
- h) Provide refreshments to all the officials controlling the attempt, and accommodation where required;
- i) Ensure that the competing vehicle/s display MSA decals of a reasonable size in positions approved by MSA and/or the MSA Steward, at all times during the attempt and during any post- attempt publicity campaigns.

#### 11.7

##### **COURSE**

- a) The venue/course to be used for the attempt must be approved by MSA.
- b) Distances shall be measured along the centre line of the road by a qualified surveyor.
- c) During an attempt, no vehicle is allowed to use the track besides those taking part in the attempt and, in exceptional circumstances, official and/or service vehicles.
- d) For records up to 1 kilometre, the course shall have a maximum gradient of 1%. In the case of a flying start, this gradient limit will apply to the measured kilometre plus the two extensions of one kilometre each at each end of the measured kilometre (the course must be covered in both directions).
- e) For acceleration records (1/8 and 1/4 mile), two runs must be covered, in the same direction or not, and on the same track.
- f) The duration of the attempt may not exceed 1 hour including the return run.
- g) The direction of the running on a closed course (track or circuit) is free.
- h) For endurance-type records taking place on a circuit where all curves are in the same direction, the direction of the running may be reversed every 5000km during the attempt. This shall be done by passing the start/finish line at the end of a lap and then turning back and passing over it again in the opposite direction at the beginning of the following lap, without stopping.

#### 11.8

##### **PROCEDURES IN RESPECT OF AN ATTEMPT AT A RECORD**

- a) For attempts at any South African record, written application must be made to MSA at least three months prior to the proposed dates for the attempt. No record attempt will be allowed within 60 days of another attempt.



- b) In making an application for a record attempt, the applicant and the driver(s)/rider(s) involved agree to exonerate MSA from any, and all, liability that may arise in connection with the attempt.
- c) A deposit of R2000, to cover administrative costs, must accompany the above-mentioned application. Should the attempt not go ahead, for whatever reason, this deposit shall be forfeited. In all other cases, the deposit paid shall be deducted from monies owing to MSA in respect of supervising the attempt (see below).
- d) The fees payable to MSA for the supervision of a record attempt shall be advised on application.  
When advising the fee payable, MSA shall stipulate what aspects will be covered by said fee. All other costs shall be for the promoter/organiser's account.  
These fees (less deposit) are payable no later than two weeks prior to the scheduled date for the attempt.  
Where endurance records are concerned, a higher fee paid shall include those records which fall within the record attempt paid for.  
In the event of a record attempt being cancelled after the fee has been paid but before it starts, MSA shall have the right to retain 10% of the total fee payable (inclusive of the R2000 deposit). Once a record attempt starts (and even if it needs to be terminated prematurely), MSA shall be entitled to retain the full fee paid.
- e) MSA may require the organiser/promoter of the proposed attempt to provide confirmation from a qualified surveyor that the venue/circuit to be used complies with the relevant requirements regarding distance and/or gradient.
- f) Suitable emergency and medical services shall be in place for the attempt. These may be arranged by MSA on the promoter/organiser's behalf or, alternatively, by the promoter/organiser directly, subject to MSA approval.
- g) Where a standard production vehicle is to be used for the attempt, the promoter/organiser shall provide MSA with sufficient information (workshop manuals, etc.) to enable the latter to verify that the vehicle complies with the standard specification.
- h) The promoter/organiser of the attempt, or the driver/rider, shall be required to supply MSA with written confirmation from the relevant tyre manufacturer that the tyres to be used for the attempt are suitable, bearing in mind the vehicle to be used, the weight thereof and the speeds anticipated to be reached.

#### **11.9 OFFICIALS REQUIRED**

- a) The officials in charge of the supervision of the attempt must be sufficient in number to ensure that the attempt is made in conformity with these regulations.
- b) MSA shall nominate the following officials:
  - An MSA Steward who shall have the ultimate authority in respect of all matters in connection with the running of the attempt. Amongst other rights, he/she shall be empowered to stop the attempt, suspend it or to modify the programme thereof for safety reasons.
  - Where appropriate, marshals in sufficient number to ensure the smooth and safe running of the attempt.
  - One or more scrutineers to take responsibility for the scrutineering of the vehicle/s both before and after the attempt, as appropriate.
  - Timing officials to ensure the effective timing of the attempt.
  - Where applicable, a Clerk of the Course and Assistant, to take control of the physical running of the attempt.

#### **11.10 CONTROL**

- The officials in charge of the control of an attempt will:
- a) Before the beginning of the attempt, check the driver(s)/rider(s) competition licence(s) and their identities.
  - b) Where preliminary scrutineering has taken place, ensure that the report of the scrutineer(s) is favourable.
  - c) Ensure that the course and all installations are ready for the beginning of the attempt.
  - d) During the attempt: They will make sure that each start and each operation or manoeuvre is in compliance with the regulations and will particularly ascertain the identity of the

driver(s)/rider(s) at each change of driver/rider (where applicable). They must supervise the driving/riding of the car/motorcycle along the course, and intervene on the spot in the case of a stop along the course to enquire regarding the reason for the stop, and supervise the successive operations and manoeuvres carried out by the driver/rider. Finally they must ensure the intervention, if necessary, of aid vehicles (fire-protection vehicle, ambulance, break-down vehicle, etc.).

e) Should dangerous conditions appear, for whatever reason, they shall immediately inform the MSA Steward, who will decide upon the advisability of stopping the attempt, suspending it or modifying the programme.

f) At the end of the attempt (or after it has been suspended on request of the competitor): They will hand the vehicle over to the scrutineer(s) for verification or the affixing of seals so that none of the parts to be verified can be modified.

#### **11.11 CONTROL STATIONS (ENDURANCE-TYPE ATTEMPTS)**

The stations shall be located along the side of the track and be equipped with the necessary facilities to receive and protect the staff and material provided for each station. The prescribed stations are the following: one next to the start line, one next to the finish line (or a single station if these two lines coincide) and intermediate stations in sufficient number to be placed at a maximum interval of 5 km, in order to permit efficient control along the whole length of the course. In any case, a vehicle shall not be out of sight for more than one minute during its travel. The station near the start line will be the main station where any operation allowed will be carried out. On request of the competitor, some of the stations may be used as refuelling stations and supplementary stations may also be created. Nevertheless, the maximum number of refuelling stations may not be more than two per 5 km of track. The main station and refuelling stations will be equipped with the necessary installations to carry out all operations allowed. The latter must be carried out on the side of the track, within a section not exceeding 40 metres in length.

#### **11.12 SCRUTINEERING**

a) Scrutineering (before, during or after the attempt) shall be conducted as appropriate, as directed either by MSA and/or the MSA Steward.

b) The scrutineering conducted shall be to ascertain the safety and/or eligibility of the vehicle(s) being used for the attempt.

c) Where seals have been placed on a vehicle, their integrity must be verified prior to any scrutineering taking place.

d) The competitor shall make the vehicle(s) available for scrutineering as and when required and, if necessary, have it transported, at his own expense and under control of the official in question, to the nearest suitable work-shop.

e) At the end of each verification, the scrutineer(s) shall submit a report to the Chief Steward.

#### **11.13 CONDITIONS GOVERNING THE RUNNING OF AN ATTEMPT**

a) The MSA Steward shall authorise the start of the attempt.

b) At the main station and re-fuelling stations, the vehicle may be pushed with the help of the staff, within the limits of the station. The vehicle must be stationary (with or without engine running) before restarting and it must start by its own means of propulsion under the control of an official.

c) In the case of there simultaneously being several vehicles on the track, they must not interfere with each other.

d) During the attempt, only the driver/rider shall be aboard the vehicle.

e) During endurance-type attempts, re-fuelling and replenishment of water and oil may only take place in the pits (not on the circuit).

f) If a vehicle stops during an attempt, it may be restarted by its own means and continue.

g) Should a vehicle stop along the course, the driver/rider may push it (without any outside assistance) to the nearest station for authorised replenishment or repairs to enable the vehicle to resume the attempt.

h) Body panels, window glass and exhaust systems are deemed to be replenishment materials and may be replaced freely during the attempt.

i) Operations at main and re-fuelling stations may be carried out with the assistance of the staff using authorised spare parts, auxiliary materials and tools of the station. The vehicle must be



stationary during such operations.

- j) Vehicles may not continuously ride in the slipstream of one another during the attempt. In general, a distance of at least 50m must separate vehicles on the track at the same time. Failure to comply in this regard shall entail an initial warning, followed by the exclusion of the offending vehicle/s if the warning is not heeded.
- k) In an endurance-type attempt, involving multiple vehicles, only one of them can break a particular record in its class.
- l) Vehicles undertaking an endurance-type record attempt must be easily distinguishable from one another (ideally, they should be of different colours). Identification lights must be displayed to allow recognition at night.

#### **11.13.1 Authorised operations at the main station**

- a) All operations concerning re-fuelling, cleaning, tuning, fitting, repairs, welding and the replacement of wheels, tyres, spark plugs and injectors, are authorised. Welding of the fuel tank and/or its lines and attachments are however not allowed in any station and can only be carried out in a designated area, under the supervision of the MSA Steward or appointed official.
- b) The station may have tools, materials and equipment similar to that of a normal road service station to lift, clean, lubricate, inflate tyres, balance and align wheels, replenish all fluids and effect small mechanical and electrical repairs to the vehicle(s).
- c) Replenishment materials shall be deemed to be wheels, tyres, spark plugs, injectors, water, oil, fuel, hydraulic fluids, hoses, fastening devices and items normally found at a normal road service station. Coachwork, body panels, window glass and exhaust systems shall also be considered as replenishment materials.

#### **11.13.2 Authorised operations at refuelling stations**

Replenishment is permitted at the designated stations. Any other operation not provided for at these stations may only be made by the driver alone using the parts, tools and materials authorised for the record attempt.

#### **11.13.3 Operations outside of a station or along the course**

The only operations permitted shall be those made by the driver alone using the parts, materials and tools authorised for the record attempt and without any outside assistance.

#### **11.13.4 Carrying of tools, etc.**

- a) All spare parts, auxiliary materials, tools and ballast to be carried on the vehicle shall be properly positioned and firmly secured.
- b) For endurance-type attempts, all spare parts and auxiliary materials not carried by the vehicle shall be at the main station.
- c) The total weight of the spare parts, auxiliary materials, tools and ballast to be carried by the vehicle shall not exceed 5% of the homologated or declared weight of the vehicle, plus 20 kg. The weight of the replenishment material is free.

#### **11.14 TIMEKEEPING**

- a) The timing of all record attempts shall be undertaken by MSA-appointed timing officials, using automatic timing equipment accurate to 1/1000th of a second.
- b) The computation of speeds will be made as follows:
  - For records on an open course (i.e. not a closed circuit), the average speed retained for the establishment of the record will be calculated on the basis of the average of the times registered on consecutive runs in opposite directions within one hour. Record time with an accuracy of 1/1000th of a second and calculate the mean time with an accuracy of 1/1000th of a second. Calculate and record speed with an accuracy of 1/100th of km/h.
  - For **distance** records on a closed course, the car must cross the finish line at the end of the lap during which the record distance has been covered. Once the average speed of this last lap has been calculated (V), the time required to cover at this speed (V) the section of track necessary to reach the distance of the record, will be added to the times recorded to cover the previous laps. If circumstances allow, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the record.
  - For **time** records on a closed course, the vehicle must cross the finish line at the end of the

lap during which the time of the record to be recognised has elapsed. The average speed of this last lap will then be calculated (V) and the extra distance necessary to reach, at this speed (V), the duration of the record will then be added to the distance covered during the previous laps. Whenever it can be proved that the car has stopped on the course at the time limit for the record, and at the competitor's express request, the distance between the point of stopping and the finish line (extra distance) may be measured and added to the distance covered during the previous laps. In any case, the performance will only be recognised as valid if the car has actually been running during a period of time at least equal to 90 % of the record duration; the average speed of the record then being calculated on the basis of this duration.

- c) Whatever the reason, it is not permitted to correct, square up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.
- d) **A new record will only be recognised if it represents an improvement of at least 1% over the previous record.**
- e) During a record attempt, the timing officials shall keep the promoters/organisers constantly posted with regard to speeds achieved, records coming up, etc.
- f) At the end of the attempt, the timekeepers will compile a report and submit it to the MSA Steward, together with the genuine records of times achieved.

#### 11.15 JURISDICTION AND CONDITIONS OF RECOGNITION

MSA will make a decision as regards applications for recognition of records established on its territory; the FIA or the FIM will make a decision as regards applications for recognition of international and world records.

#### 11.16 PUBLICATION OF RECORDS

- a) Whilst awaiting recognition, the competitor may not publish, or have published, distribute or have distributed the results of an attempt at a national, international or world record except with the authorisation of MSA.
- b) Even with such authorisation, the results may not be published or circulated without the statement "Subject to MSA recognition" in clearly visible letters.
- c) Non-compliance with this prescription may entail the refusal of the recognition, in addition to any penalties that MSA may inflict.

#### SOUTH AFRICAN SPRINT RECORDS - MOTORCYCLES

| Type                                            | Group     | Cat.     | Class            | Rider                       | Machine                                   | Record            | Date              |
|-------------------------------------------------|-----------|----------|------------------|-----------------------------|-------------------------------------------|-------------------|-------------------|
| Flying mile                                     | A1        | I        | 750              | Vic Proctor<br>Lightning    | Vincent Black<br>241,240 kph              | 149,9 mph         | 23/05/1952        |
| Flying km                                       | A1        | I        | 1300<br>Mountain | John<br>ZZR 1100            | Kawasaki                                  | 305,162 kph       | 25/02/1998        |
| Flying km                                       | A1        | I        | Unlimited        | Neels<br>Geldenhuis         | Suzuki<br>Hayabusa<br>1600 Turbo          | 348,359 kph       | 28/10/2005        |
| <b>Overall SA<br/>land<br/>speed<br/>record</b> | <b>A1</b> | <b>I</b> | <b>Unlimited</b> | <b>Neels<br/>Geldenhuis</b> | <b>Suzuki<br/>Hayabusa<br/>1600 Turbo</b> | <b>348,359kph</b> | <b>28/10/2005</b> |

#### SOUTH AFRICAN SPRINT RECORDS - CARS

| Type        | Group | Category               | Class          | Driver                     | Vehicle                             | Record                    | Date       |
|-------------|-------|------------------------|----------------|----------------------------|-------------------------------------|---------------------------|------------|
| Flying mile | II    | A<br>(Special<br>auto) | 9              | David<br>Piper             | Ferrari P4<br>prototype<br>(3999cc) | 189,41 mph<br>304,825 kph | 29/11/1967 |
| Flying mile | II    | A                      | 10<br>(5922cc) | Mike de Udy<br>308,671 kph | Lola Chev                           | 191,8 mph                 | 13/01/1968 |

|             |   |   |    |                     |                           |             |            |
|-------------|---|---|----|---------------------|---------------------------|-------------|------------|
| Standing    | I | A | 10 | Peter Manelis       | Pontiac Trans-Am (6998cc) | 24,3175 sec | 18/03/1990 |
| Standing km | I | A | 9  | Sav Gaultieri       | BMW E46 M3 Turbo          | 20.889 sec  | 07/04/2010 |
| Standing km | I | A | 8  | Mark Jones          | BMW E36 328i Turbo        | 22.731 sec  | 07/04/2010 |
| Flying km   | I | A | 10 | Willie Hepburn      | Pontiac Trans-Am (6998cc) | 372,401 kph | 18/03/1990 |
| Flying km   | I | A | 8  | Sarel van der Merwe | Audi Quattro Turbo 2.2    | 358,923 kph | 29/11/1988 |

|                              |    |                         |    |                              |                    |             |            |
|------------------------------|----|-------------------------|----|------------------------------|--------------------|-------------|------------|
| Flying km                    | II | A                       | 11 | Grant van Schalkwyk (9500cc) | "Spirit of Dunlop" | 388,538 kph | 16/08/2002 |
| Flying km                    | II | B (Standard production) | 11 | Deon Joubert                 | BMW M3             | 272,274 kph | 21/02/1995 |
| Flying km                    | I  | B                       | 13 | Mike Griffiths               | Porsche 911 GT 2   | 287,633 kph | 19/08/2002 |
| Flying km                    |    | C (Special Vehicles)    |    | Johan Jacobs                 | "Showdown" Jet Car | 504,554 kph | 28/10/2005 |
| Standing km                  |    | C                       |    | Johan Jacobs                 | "Showdown" Jet Car | 9,88 sec    | 28/10/2005 |
| Overall SA land speed record |    | C                       |    | Johan Jacobs                 | "Showdown" Jet Car | 504,554 kph | 28/10/2005 |

### SOUTH AFRICAN ENDURANCE RECORDS - CARS

#### OVERALL (IRRESPECTIVE OF CLASS) – CATEGORY "B" (STANDARD PRODUCTION CARS)

| Time (Hours)          | Distance      | Average speed covered (km) | Vehicle (km/h)          | Date     | Team no. |
|-----------------------|---------------|----------------------------|-------------------------|----------|----------|
| 1                     | 203.915       | 203.915                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 1        |
| 3                     | 606.228       | 202.076                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 1        |
| 6                     | 1226.928      | 204.488                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 1        |
| 12                    | 2457.598      | 204.800                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 1        |
| 24                    | 4900.126      | 204.172                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 1        |
| 48                    | 9172.246      | 191.088                    | Opel Kadett 2.0 GSi 16V | 18/08/88 | 2        |
| 72                    | 13658.566     | 189.702                    | Opel Kadett 2.0 GSi 16V | 19/08/88 | 2        |
| Distance covered (km) | Time (Hours)  | Average speed (km/h)       | Vehicle                 | Date     | Team no. |
| 50                    | 00h14m 59.451 | 200.122                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 100                   | 00h29m 37.028 | 202.585                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 200                   | 00h58m 57.177 | 203.898                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 500                   | 02h26m 56.953 | 204.152                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 1000                  | 04h53m 38.502 | 204.331                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 2000                  | 09h46m 10.977 | 204.714                    | Opel Kadett 2.0 GSi 16V | 02/08/89 | 3        |
| 5000                  | 24h28m 57.073 | 204.227                    | Opel Kadett 2.0 GSi 16V | 03/08/89 | 3        |
| 10000                 | 52h25m 31.527 | 190.747                    | Opel Kadett 2.0 GSi 16V | 18/08/88 | 2        |

**CATEGORY "B" CLASS 10 (2001 – 2500cc)**

| <b>Time (Hours)</b>          | <b>Distance</b>     | <b>Average speed covered (km)</b> | <b>Vehicle (km/h) BMW</b> | <b>Date</b> | <b>Team no.</b> |
|------------------------------|---------------------|-----------------------------------|---------------------------|-------------|-----------------|
| 1                            | 191.375             | 191.375                           | 325 iS BMW                | 24/06/87    | 5               |
| 3                            | 569.270             | 189.757                           | 325 iS BMW                | 24/06/87    | 5               |
| 6                            | 1143.405            | 190.568                           | 325 iS BMW                | 24/06/87    | 5               |
| 12                           | 2281.445            | 190.120                           | 325 iS BMW                | 24/06/87    | 5               |
| 24                           | 4559.498            | 189.979                           | 325 iS BMW                | 25/06/87    | 5               |
| 48                           | 8064.131            | 168.003                           | 325 iS                    | 25/06/87    | 5               |
| <b>Distance covered (km)</b> | <b>Time (Hours)</b> | <b>Average speed (km/h)</b>       | <b>Vehicle</b>            | <b>Date</b> | <b>Team no.</b> |
| 50                           | 00h15m 58.356       | 187.822                           | BMW 325 iS                | 24/06/87    | 5               |
| 100                          | 00h31m 35.080       | 189.966                           | BMW 325 iS                | 24/06/87    | 5               |
| 200                          | 01h02m 40.599       | 191.459                           | BMW 325 iS                | 24/06/87    | 5               |
| 500                          | 02h37m 08.764       | 190.905                           | BMW 325 iS                | 24/06/87    | 5               |
| 1000                         | 05h14m 24.423       | 190.835                           | BMW 325 iS                | 24/06/87    | 5               |
| 2000                         | 10h29m 02.781       | 190.765                           | BMW 325 iS                | 24/06/87    | 5               |
| 5000                         | 26h19m 13.181       | 189.967                           | BMW 325 iS                | 25/06/87    | 5               |

**CATEGORY "B" CLASS 9 (1601 – 2000cc)**

| <b>Time (Hours)</b>          | <b>Distance</b>     | <b>Average speed covered (km)</b> | <b>Vehicle (km/h)</b>   | <b>Date</b> | <b>Team no.</b> |
|------------------------------|---------------------|-----------------------------------|-------------------------|-------------|-----------------|
| 1                            | 203.915             | 203.915                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 1               |
| 3                            | 606.228             | 202.076                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 1               |
| 6                            | 1226.928            | 204.488                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 1               |
| 12                           | 2457.598            | 204.800                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 1               |
| 24                           | 4900.126            | 204.172                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 1               |
| 48                           | 9172.246            | 191.088                           | Opel Kadett 2.0 GSi 16V | 18/08/88    | 2               |
| 72                           | 13658.566           | 189.702                           | Opel Kadett 2.0 GSi 16V | 19/08/88    | 2               |
| <b>Distance covered (km)</b> | <b>Time (Hours)</b> | <b>Average speed (km/h)</b>       | <b>Vehicle</b>          | <b>Date</b> | <b>Team no.</b> |
| 50                           | 00h14m 59.451       | 200.122                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 100                          | 00h29m 37.028       | 202.585                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 200                          | 00h58m 57.177       | 203.898                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 500                          | 02h26m 56.953       | 204.152                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 1000                         | 04h53m 38.502       | 204.331                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 2000                         | 09h46m 10.977       | 204.714                           | Opel Kadett 2.0 GSi 16V | 02/08/89    | 3               |
| 5000                         | 24h28m 57.073       | 204.227                           | Opel Kadett 2.0 GSi 16V | 03/08/89    | 3               |
| 10000                        | 52h25m 31.527       | 190.747                           | Opel Kadett 2.0 GSi 16V | 18/08/88    | 2               |

**CATEGORY "B" CLASS 7 (1151 – 1400cc)**

| Time (Hours)          | Distance      | Average speed covered (km) | Vehicle (km/h)   | Date     | Team no. |
|-----------------------|---------------|----------------------------|------------------|----------|----------|
| 1                     | 166.857       | 166.857                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 3                     | 503.494       | 167.831                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 6                     | 1001.018      | 166.836                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 12                    | 1984.638      | 165.386                    | Opel Kadett 1300 | 17/08/88 | 4        |
| 24                    | 3978.420      | 165.767                    | Opel Kadett 1300 | 17/08/88 | 4        |
| 48                    | 7938.289      | 165.381                    | Opel Kadett 1300 | 18/08/88 | 4        |
| 72                    | 11855.607     | 164.661                    | Opel Kadett 1300 | 19/08/88 | 4        |
| Distance covered (km) | Time (Hours)  | Average speed (km/h)       | Vehicle          | Date     | Team no. |
| 50                    | 00h18m 13.188 | 164.656                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 100                   | 00h36m 06.114 | 166.196                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 200                   | 01h11m51.049  | 167.013                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 500                   | 02h58m 45.229 | 167.829                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 1000                  | 05h59m 33.174 | 166.874                    | Opel Kadett 1300 | 16/08/88 | 4        |
| 2000                  | 12h05m 34.212 | 165.387                    | Opel Kadett 1300 | 17/08/88 | 4        |
| 5000                  | 30h08m 02.386 | 165.926                    | Opel Kadett 1300 | 18/08/88 | 4        |
| 10000                 | 60h37m 01.865 | 164.970                    | Opel Kadett 1300 | 20/08/88 | 4        |

**TEAMS:**

1. Nico Bianco, Mike Briggs, Nic de Waal, Colin Hastie, Jan Hettema, Willie Hepburn, Phil Hull, Derick Irving, Keith Jones, Peter Lanz, Grant McCleery, Deon Schoeman, Dick Sorensen, Neil Stephen, Rodney Timm, Roddy Turner, Toby Venter. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel
2. Mike Briggs, Graham Cooper, Hilton Cowie, Colin Hastie, Willie Hepburn, Jan Hettema, Derick Irving, Keith Jones, Tony Martin, Dick Sorensen, Rodney Timm, Chad Wentzel. **Team co-ordinators:** Peter Laird, Richard Farndell, Roger McCleery, Rolf Mentzel.
3. Nico Bianco, Mike Briggs, Nic de Waal, Colin Hastie, Jan Hettema, Willie Hepburn, Phil Hull, Derick Irving, Keith Jones, Peter Lanz, Grant McCleery, Deon Schoeman, Dick Sorensen, Neil Stephen, Rodney Timm, Roddy Turner, Toby Venter. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel.
4. Arthur Boyle, Kobus Campher, Geoff Dalgleish, Des Fenning, Brian Gilmore, Phil Hull, Grant McCleery, Cas Nothnagel, Roger Pearce, Deon Schoeman, Jeremy Sinek, John Stewart. **Team co-ordinators:** Peter Laird, Derek Maltby, Roger McCleery, Rolf Mentzel.
5. Nico Bianco, Charles Britz, Norman Clark, Geoff Dalgleish, Graham Duxbury, Geoff Finney, Geoff Goddard, Colin Hastie, Jan Hettema, Keith Jones, Leon Joubert, Peter Lanz, Peter Lindenberg, Paddy O'Sullivan, Jeremy Sinek. **Team co-ordinators:** Tony Viana, Paul Weavers.

**CATEGORY "B" GROUP II CLASS 6 (1000- 1150cc)**

| Time (hours) | Distance covered (km) | Average speed(km/h) | Vehicle   | Date       | Team no. |
|--------------|-----------------------|---------------------|-----------|------------|----------|
| 1 Hr         | 149.85                | 149.850             | Chery QQ3 | 02/09/2008 | 1        |
| 3 Hr         | 452.55                | 150.849             | Chery QQ3 | 02/09/2008 | 1        |
| 6 Hr         | 908.09                | 151.349             | Chery QQ3 | 02/09/2008 | 1        |
| 12 Hr        | 1813.19               | 151.099             | Chery QQ3 | 02/09/2008 | 1        |
| 24 Hr        | 3623.37               | 150.974             | Chery QQ3 | 03/09/2008 | 1        |
| 48 Hr        | 7261.73               | 151.286             | Chery QQ3 | 04/09/2008 | 1        |

| Distance covered (km) | Time (hours) | Average speed (km/h) | Vehicle   | Date       | Team no. |
|-----------------------|--------------|----------------------|-----------|------------|----------|
| 50                    | 00h20m24.894 | 149.74               | Chery QQ3 | 02/09/2008 | 3        |
| 100                   | 00h40m33.866 | 150.72               | Chery QQ3 | 02/09/2008 | 1        |
| 200                   | 01h19m32.975 | 151.45               | Chery QQ3 | 02/09/2008 | 2        |
| 500                   | 03h19m04.817 | 150.84               | Chery QQ3 | 02/09/2008 | 1        |
| 1000                  | 06h36m54.943 | 151.32               | Chery QQ3 | 02/09/2008 | 1        |
| 2000                  | 13h15m22.964 | 151.02               | Chery QQ3 | 03/09/2008 | 1        |
| 5000                  | 33h02m51.143 | 151.36               | Chery QQ3 | 03/09/2008 | 1        |

**TEAMS:**

- 1 - Charl Wilken, Gerrit de la Rey, Adrian Burford, Jacques Botha
- 2 - Hannes Visser, Scott Howden, Stuart Grant, Andre de Kock
- 3 - Andre Vermeulen, Leon Botha, Pierre Martins, Greg Bloomer

**CATEGORY "B" GROUP II CLASS 4 (700 - 850cc)**

| Time (hours)          | Distance covered (km) | Average speed(km/h) | Vehicle        | Date       | Team no. |
|-----------------------|-----------------------|---------------------|----------------|------------|----------|
| 1 Hr                  | 131.87                | 131.868             | Chery QQ3      | 02/09/2008 | 1        |
| 3 Hr                  | 407.59                | 135.864             | Chery QQ3      | 02/09/2008 | 1        |
| 6 Hr                  | 806.19                | 134.366             | Chery QQ3      | 02/09/2008 | 1        |
| 12 Hr                 | 1606.39               | 133.866             | Chery QQ3      | 02/09/2008 | 1        |
| 24 Hr                 | 3194.80               | 133.117             | Chery QQ3      | 03/09/2008 | 1        |
| 48 Hr                 | 6368.62               | 132.719             | Chery QQ3      | 04/09/2008 | 1        |
| Distance covered (km) | Time (hours)          | Average speed       | Vehicle (km/h) | Date       | Team no. |
| 50                    | 00h23m08.609          | 132.086             | Chery QQ3      | 02/09/2008 | 1        |
| 100                   | 00h45m48.409          | 133.471             | Chery QQ3      | 02/09/2008 | 1        |
| 200                   | 01h29m36.389          | 134.454             | Chery QQ3      | 02/09/2008 | 1        |
| 500                   | 03h45m09.869          | 133.369             | Chery QQ3      | 02/09/2008 | 1        |
| 1000                  | 07h29m08.143          | 133.723             | Chery QQ3      | 02/09/2008 | 1        |
| 2000                  | 15h00m36.761          | 133.376             | Chery QQ3      | 03/09/2008 | 1        |
| 5000                  | 37h33m51.525          | 133.158             | Chery QQ3      | 04/09/2008 | 1        |

**TEAMS:**

- 1 - Pieter Oosthuizen, Steve Mearns, Wynter Murdoch, Sudhir Matai

**SOUTH AFRICAN ENDURANCE RECORDS – COMMERCIAL VEHICLES  
OVERALL (IRRESPECTIVE OF CATEGORY OR CLASS)**

| Time (Hours) | Distance  | Average speed covered (km) | Vehicle (km/h)  | Date       | Team no. |
|--------------|-----------|----------------------------|-----------------|------------|----------|
| 1            | 170.041   | 170.041                    | Isuzu KB300 TDi | 20/04/2010 | GM 1     |
| 3            | 509.066   | 169.689                    | Isuzu KB300 TDi | 20/04/2010 | GM 1     |
| 6            | 1017.432  | 169.572                    | Isuzu KB300 TDi | 20/04/2010 | GM 1     |
| 12           | 2036.859  | 169.738                    | Isuzu KB300 TDi | 21/04/2010 | GM 1     |
| 24           | 4063.609  | 169.317                    | Isuzu KB300 TDi | 21/04/2010 | GM 1     |
| 48           | 8133.601  | 169.450                    | Isuzu KB300 TDi | 22/04/2010 | GM 1     |
| 72           | 12243.385 | 170.047                    | Isuzu KB300 TDi | 23/04/2010 | GM 1     |



| Distance covered (km) | Time (Hours)      | Average speed (km/h) | Vehicle         | Date       | Team no. |
|-----------------------|-------------------|----------------------|-----------------|------------|----------|
| 50                    | 00 h 17 m 36.968s | 170.298              | Isuzu KB300 TDi | 18/11/2009 | GM 4     |
| 100                   | 00 h 35 m 12.746s | 170.394              | Isuzu KB300 TDi | 18/11/2009 | GM 4     |
| 200                   | 01 h 10 m 19.353s | 170.642              | Isuzu KB300 TDi | 18/11/2009 | GM 4     |
| 500                   | 02 h 57 m 01.073s | 169.474              | Isuzu KB300 TDi | 20/04/2010 | GM 1     |
| 1000                  | 05 h 53 m 35.711s | 169.686              | Isuzu KB300 TDi | 20/04/2010 | GM 1     |
| 2000                  | 11 h 47 m 48.371s | 169.538              | Isuzu KB300 TDi | 21/04/2010 | GM 1     |
| 5000                  | 29 h 31 m 23.198s | 169.359              | Isuzu KB300 TDi | 21/04/2010 | GM 1     |
| 10000                 | 58 h 54 m 13.138s | 169.769              | Isuzu KB300 TDi | 23/04/2010 | GM 1     |

#### CATEGORY A CLASS 4 (1600 – 2000 cc)

| Time (Hours)          | Distance         | Average speed covered (km) | Vehicle (km/h)    | Date       | Team no. |
|-----------------------|------------------|----------------------------|-------------------|------------|----------|
| 1                     | 151.061          | 151.061                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 3                     | 446.294          | 148.764                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 6                     | 895.056          | 149.176                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 12                    | 1804.402         | 150.367                    | Toyota Hilux 2000 | 04/10/2003 | 4        |
| 24                    | 3600.793         | 150.033                    | Toyota Hilux 2000 | 04/10/2003 | 4        |
| 48                    | 7202.960         | 150.062                    | Toyota Hilux 2000 | 05/10/2003 | 4        |
| 72                    | 10803.505        | 150.049                    | Toyota Hilux 2000 | 06/10/2003 | 4        |
| Distance covered (km) | Time (Hours)     | Average speed (km/h)       | Vehicle           | Date       | Team no. |
| 50                    | 00 h 19 m 28.717 | 154.015                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 100                   | 00 h 39 m 46.775 | 150.831                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 200                   | 01 h 20 m 12.726 | 149.603                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 500                   | 03 h 24 m 50.175 | 146.458                    | Toyota Hilux 2000 | 03/10/2003 | 5        |
| 1000                  | 06 h 46 m 04.045 | 147.759                    | Toyota Hilux 2000 | 03/10/2003 | 4        |
| 2000                  | 13 h 20 m 46.124 | 149.856                    | Toyota Hilux 2000 | 04/10/2003 | 4        |
| 5000                  | 33 h 19 m 09.717 | 150.063                    | Toyota Hilux 2000 | 04/10/2003 | 4        |
| 10000                 | 66 h 35 m 51.269 | 150.156                    | Toyota Hilux 2000 | 06/10/2003 | 4        |

#### CATEGORY E CLASS 5 (2000- 2500 cc)

| Time (Hours)          | Distance         | Average speed covered (km) | Vehicle (km/h)     | Date       | Team no. |
|-----------------------|------------------|----------------------------|--------------------|------------|----------|
| 1                     | 141.434          | 141.434                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 3                     | 419.095          | 139.698                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 6                     | 838.022          | 139.670                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 12                    | 1667.267         | 138.939                    | Toyota Hilux 2400D | 04/10/2003 | 6        |
| 24                    | 3331.222         | 138.801                    | Toyota Hilux 2400D | 04/10/2003 | 6        |
| 48                    | 6639.475         | 138.322                    | Toyota Hilux 2400D | 05/10/2003 | 6        |
| 72                    | 9988.714         | 138.732                    | Toyota Hilux 2400D | 06/10/2003 | 6        |
| Distance covered (km) | Time (Hours)     | Average speed (km/h)       | Vehicle            | Date       | Team no. |
| 50                    | 00 h 20 m 43.782 | 144.720                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 100                   | 00 h 42 m 10.908 | 142.241                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 200                   | 01 h 25 m 13.613 | 140.801                    | Toyota Hilux 2400D | 03/10/2003 | 6        |
| 500                   | 03 h 35 m 12.655 | 139.398                    | Toyota Hilux 2400D | 03/10/2003 | 6        |

|       |                  |         |                    |            |     |
|-------|------------------|---------|--------------------|------------|-----|
| 1000  | 07 h 07 m 18.776 | 140.412 | Toyota Hilux 2400D | 03/10/2003 | 6   |
| 2000  | 14 h 25 m 22.400 | 138.668 | Toyota Hilux 2400D | 04/10/2003 | 6   |
| 5000  | 36 h 08 m 03.988 | 138.372 | Toyota Hilux 2400D | 05/10/2003 | 6   |
| 10000 | N/A              | N/A     | N/A                | N/A        | N/A |

**CATEGORY A CLASS 6 (2500 – 3000 cc)**

| Time (Hours)          | Distance         | Average speed covered (km) | Vehicle (km/h) Toyota | Date       | Team no. |
|-----------------------|------------------|----------------------------|-----------------------|------------|----------|
| 1                     | 162.425          | 162.425                    | Hilux 2700i Toyota    | 03/10/2003 | 1        |
| 3                     | 477.516          | 159.172                    | Hilux 2700i Toyota    | 03/10/2003 | 1        |
| 6                     | 957.227          | 159.538                    | Hilux 2700i Toyota    | 03/10/2003 | 1        |
| 12                    | 1912.816         | 159.401                    | Hilux 2700i Toyota    | 04/10/2003 | 1        |
| 24                    | 3818.839         | 159.118                    | Hilux 2700i Toyota    | 04/10/2003 | 1        |
| 48                    | 7659.604         | 159.575                    | Hilux 2700i Toyota    | 05/10/2003 | 1        |
| 72                    | 11520.664        | 160.009                    | Hilux 2700i           | 06/10/2003 | 1        |
| Distance covered (km) | Time (Hours)     | Average speed (km/h)       | Vehicle               | Date       | Team no. |
| 50                    | 00 h 18 m 02.688 | 166.253                    | Toyota Hilux 2700i    | 03/10/2003 | 1        |
| 100                   | 00 h 36 m 38.463 | 163.751                    | Toyota Hilux 2700i    | 03/10/2003 | 1        |
| 200                   | 01 h 14 m 01.715 | 162.099                    | Toyota Hilux 2700i    | 03/10/2003 | 1        |
| 500                   | 03 h 08 m 29.388 | 159.160                    | Toyota Hilux 2700i    | 03/10/2003 | 1        |
| 1000                  | 06 h 15 m 49.102 | 159.651                    | Toyota Hilux 2700i    | 03/10/2003 | 1        |
| 2000                  | 12 h 32 m 16.322 | 159.515                    | Toyota Hilux 2700i    | 04/10/2003 | 1        |
| 5000                  | 31 h 24 m 03.118 | 159.517                    | Toyota Hilux 2700i    | 04/10/2003 | 1        |
| 10000                 | 62 h 31 m 43.475 | 159.926                    | Toyota Hilux 2700i    | 06/10/2003 | 1        |

**CATEGORY G CLASS 4 (1600 - 2000 cc)**

| Time (Hours)          | Distance          | Average speed covered (km) | Vehicle (km/h) Chevrolet Corsa | Date       | Team no. |
|-----------------------|-------------------|----------------------------|--------------------------------|------------|----------|
| 1                     | 154.712           | 154.712                    | 1.7 DTi Chevrolet Corsa        | 20/04/2010 | GM 2     |
| 3                     | 460.632           | 153.544                    | 1.7 DTi Chevrolet Corsa        | 20/04/2010 | GM 2     |
| 6                     | 910.687           | 151.781                    | 1.7 DTi Chevrolet Corsa        | 20/04/2010 | GM 2     |
| 12                    | 1821.346          | 151.779                    | 1.7 DTi Chevrolet Corsa        | 21/04/2010 | GM 2     |
| 24                    | 3660.258          | 152.511                    | 1.7 DTi Chevrolet Corsa        | 21/04/2010 | GM 2     |
| 48                    | 7335.126          | 152.815                    | 1.7 DTi Chevrolet Corsa        | 22/04/2010 | GM 2     |
| 72                    | 11096.801         | 154.122                    | 1.7 DTi Vehicle                | 23/04/2010 | GM 2     |
| Distance covered (km) | Time (Hours)      | Average speed (km/h)       | Vehicle                        | Date       | Team no. |
| 50                    | 00 h 19 m 27.818s | 154.134                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 100                   | 00 h 38 m 55.636s | 154.134                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 200                   | 01 h 17 m 49.627s | 154.188                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 500                   | 03 h 15 m 20.902s | 153.572                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 1000                  | 06 h 32 m 49.983s | 152.737                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 2000                  | 13 h 07 m 36.182s | 152.361                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 5000                  | 32 h 48 m 43.995s | 152.382                    | Chevrolet Corsa 1.7 DTi        | 20/04/2010 | GM 2     |
| 10000                 | 64 h 55 m 21.075s | 154.030                    |                                | 20/04/2010 | GM 2     |

**CATEGORY G CLASS 5 (2000 - 2500 cc)**

| <b>Time (Hours)</b>          | <b>Distance</b>     | <b>Average speed covered (km)</b> | <b>Vehicle (km/h)</b> | <b>Date</b> | <b>Team no.</b> |
|------------------------------|---------------------|-----------------------------------|-----------------------|-------------|-----------------|
| 1                            | 160.320             | 160.320                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 3                            | 478.220             | 159.407                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 6                            | 957.329             | 159.555                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 12                           | 1915.759            | 159.647                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 24                           | 3823.402            | 159.308                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 48                           | 7623.398            | 158.821                           | Isuzu KB250 TDi       | 22/04/2010  | GM 3            |
| 72                           | 11495.567           | 159.661                           | Isuzu KB250 TDi       | 23/04/2010  | GM 3            |
| <b>Distance covered (km)</b> | <b>Time (Hours)</b> | <b>Average speed (km/h)</b>       | <b>Vehicle</b>        | <b>Date</b> | <b>Team no.</b> |
| 50                           | 00 h 18 m 37.918s   | 161.014                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 100                          | 00 h 37 m 15.836s   | 161.014                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 200                          | 01 h 13 m 56.036s   | 162.307                           | Isuzu KB250 TDi       | 18/11/2009  | GM6             |
| 500                          | 03 h 07 m 48.602s   | 159.736                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 1000                         | 06 h 15 m 36.870s   | 159.738                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 2000                         | 12 h 33 m 43.891s   | 159.208                           | Isuzu KB250 TDi       | 18/11/2009  | GM 6            |
| 5000                         | 31 h 29 m 12.713s   | 158.796                           | Isuzu KB250 TDi       | 22/04/2010  | GM 1            |
| 10000                        | 62 h 47 m 01.140s   | 159.277                           | Isuzu KB250 TDi       | 23/04/2010  | GM 1            |

**CATEGORY G CLASS 6 (2500 – 3000 cc)**

| <b>Time (Hours)</b>          | <b>Distance</b>     | <b>Average speed covered (km)</b> | <b>Vehicle (km/h)</b> | <b>Date</b> | <b>Team no.</b> |
|------------------------------|---------------------|-----------------------------------|-----------------------|-------------|-----------------|
| 1                            | 170.041             | 170.041                           | Isuzu KB300 TDi       | 20/04/2010  | GM 1            |
| 3                            | 509.066             | 169.689                           | Isuzu KB300 TDi       | 20/04/2010  | GM 1            |
| 6                            | 1017.432            | 169.572                           | Isuzu KB300 TDi       | 20/04/2010  | GM 1            |
| 12                           | 2036.859            | 169.738                           | Isuzu KB300 TDi       | 21/04/2010  | GM 1            |
| 24                           | 4063.609            | 169.317                           | Isuzu KB300 TDi       | 21/04/2010  | GM 1            |
| 48                           | 8133.601            | 169.450                           | Isuzu KB300 TDi       | 22/04/2010  | GM 1            |
| 72                           | 12243.385           | 170.047                           | Isuzu KB300 TDi       | 23/04/2010  | GM 1            |
| <b>Distance covered (km)</b> | <b>Time (Hours)</b> | <b>Average speed (km/h)</b>       | <b>Vehicle</b>        | <b>Date</b> | <b>Team no.</b> |
| 50                           | 00 h 17 m 36.968s   | 170.298                           | Isuzu KB300 TDi       | 18/11/2009  | GM 4            |
| 100                          | 00 h 35 m 12.746s   | 170.394                           | Isuzu KB300 TDi       | 18/11/2009  | GM 4            |
| 200                          | 01 h 10 m 19.353s   | 170.642                           | Isuzu KB300 TDi       | 18/11/2009  | GM 4            |
| 500                          | 02 h 57 m 01.073s   | 169.474                           | Isuzu KB300 TDi       | 20/04/2010  | GM 1            |
| 1000                         | 05 h 53 m 35.711s   | 169.686                           | Isuzu KB300 TDi       | 20/04/2010  | GM 1            |
| 2000                         | 11 h 47 m 48.371s   | 169.538                           | Isuzu KB300 TDi       | 21/04/2010  | GM 1            |
| 5000                         | 29 h 31 m 23.198s   | 169.359                           | Isuzu KB300 TDi       | 21/04/2010  | GM 1            |
| 10000                        | 58 h 54 m 13.138s   | 169.769                           | Isuzu KB300 TDi       | 23/04/2010  | GM 1            |