



2026
MSA STANDING SUPPLEMENTARY
REGULATIONS

CIRCUIT RACING

VERSION 1

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STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO RACE MEETINGS FOR CARS AND MOTORCYCLES

SSR

1. ELIGIBILITY OF COMPETITORS (Refer GCRs 227 AND 228)

Drivers/riders must comply with the following requirements:

- i) Unless stated to the contrary in the specific regulations for junior categories, competitors must generally not be less than 16 years of age. However, MSA reserves the right, at its sole discretion, to issue licences to competitors who will turn 15 years old during the year in question and who are able to prove participation to an acceptable standard in one or more suitable junior categories of motorsport for an extended period of not less than one (1) year, preferably two (2). Competitors who qualify in terms of the aforementioned will be permitted to obtain licences from 01 January (for those whose 15th birthday falls on or before 30 June) or 01 July (for those whose 15th birthday falls between 01 July and 31 December).
- ii) Must hold a current competition licence valid for the category of racing concerned - see individual regulations for further details. Competitors participating in National categories must hold National or International competition licences issued by MSA. For National Challenge and National Championship single seater/sports car categories, applicants must satisfy MSA as to their previous racing experience. Licences will not be issued to first time competitors without the prior written approval of the association concerned, which shall have satisfied itself as to the competence of the applicant. First time competitors shall also be required to undertake, and pass, a written exam to demonstrate that they have a basic understanding of the motorsport regulations, including flag signals. For National Championship saloon car categories, competitors must also satisfy MSA as to their previous racing experience. The minimum experience required in this regard shall normally be successful participation in at least four (4) Regional saloon car racing events.
- iii) The onus is on the individual to furnish proof of participation and experience. MSA, at its sole discretion, reserves the right to:
 - a) Issue a licence to an applicant who may not have the stipulated minimum qualifications but who can satisfy MSA as to his ability and/or experience, full particulars of which MUST be submitted in writing in support of his application.
 - b) Withhold a licence notwithstanding the fact that the applicant has the necessary qualifications in accordance with the details required and furnished.
- iv) ~~In the case of International events, competitors must have had such previous experiences as to satisfy MSA as to their competence, and therefore their eligibility to obtain the required licence.~~
International Circuit Car applicants must comply to the FIA Appendix L regulations.
- v) All International FIM licences are issued by MSA which will implement the below criteria and can determine possible additional criteria to be met. In order to qualify applicants must:
 - a) Be a holder of a current MSA circuit motorcycle licence and be observed to compete satisfactorily in at least five (5) ~~ASN~~ FMN-sanctioned Circuit Motorcycle races within the two (2) years prior to application. MSA, at its sole discretion, reserves the right to issue a licence to an applicant based on their previous racing experience.
 - b) Undergo a medical examination as per the FIM regulations
 - c) MSA reserves the right to charge a fee for all release ~~/non objection~~ letters issued.
 - d) MSA reserves the right to charge a fee for all FIA International licence Grade upgrades.

~~e) National licence applicants for international events must comply with the above requirements.~~

2. ELIGIBILITY OF VEHICLES (See GCRs 245, 247, 249, 253, 254, 259)

A. CARS

- i) Cars must comply with the regulations and specifications applicable to the event. The SRs and/or Championship regulations shall furnish particulars of eligibility requirements.
- ii) All cars must be fitted with a safety belt or harness. The belt or harness must be properly secured to the floor, chassis or bodywork, as the case may be, to the satisfaction of the Scrutineers and must be worn by the driver whenever the car is in motion during practice and racing. Inertia-reel type seat belts are not permitted for racing.

iii) See GCR 257 for fire extinguisher requirements.

iv) Reserved

- v) Where the fuel tank/s is located within the body compartment of a saloon car, a fire-wall must be constructed to separate the competitor from the fuel tank, and to prevent the passage of flame into the space occupied by the driver.
- vi) Batteries located within the body compartment must be securely fixed and covered to prevent the spillage of acid.
- vii) No plastic fuel, oil or cooling water pipes are permitted within the body compartment.

viii) CIRCUIT BREAKER MASTER SWITCH

- **Single Seaters:**

The driver, when seated normally with safety belts fastened and steering wheel in place, must be able to cut off all electrical circuits to the ignition, all pumps (fuel and oil) and the rear light by means of a battery master cut-off switch with removable handle. This switch must be located on the inside of the driver's compartment, directly above the driver's right shoulder, mounted forward on the inside of the roll over bar and must be clearly marked by a symbol showing a red spark on a white or red edged blue triangle.

- **Saloon Cars:**

A circuit breaker must be fitted into one (1) of the main battery cables, capable of being operated from both the inside and the outside of the car. Its position should be clearly marked on the outside of the body by a red spark on a white edged blue triangle having a base of at least twelve (12) cm.

ix) CENTRAL LOCKING/STEERING LOCKS

Central locking systems and steering locks must be removed/rendered inoperable.

B. MOTORCYCLES

Motorcycles must comply with the regulations and specifications applicable to the event. The SRs and/or Championship regulations shall furnish particulars of eligibility requirements. In all instances where the use of tyre warmers is permitted, the onus rests on each competitor to provide his/her own power source for such tyre warmers.

In the case of both cars and motorcycles, the use of glycol-based coolant additives is prohibited.

3. ENTRIES (See GCR 258 and 259)

No vehicle may be entered in more than one (1) class in any particular event.

4. COMPETITION NUMBERS (See GCR 246 and GCR 249) CARS

- i) Cars will be identified by means of a number, which shall always be black on a white background, except in those categories where the regulations stipulate other colours to designate different classes. The class letter shall also be displayed in a similar manner.
- ii) Numbers shall be displayed in a durable and legible manner to show forward and on each side of the car in digits of not less than five (5) centimetres stroke width and between twenty-seven (27) and thirty (30) centimetres in height. On single seaters the side numbers must be placed on the upper section of the bodywork or on the rear wing end plates, if fitted. In addition, saloon cars are required

to display their competition number on the top left-hand corner of the windscreen (digits 150mm x 74mm). ~~Numbers are available from MSA.~~

- All numbers shall be in position when the car is presented for scrutiny and will be subject to approval by the Scrutineers. Modifications may be required as a result of observations made by the timekeepers/lap scorers.

iv) For numbers on “practice” cars - see SSR 24 (i).

MOTORCYCLES

Unless otherwise stated in individual category/class regulations:

- One (1) number must be displayed on the front of the motorcycle, facing forward. The number must be of black non-reflective material and mounted on a white background. Each digit must be at least 150mm high, 74mm wide and of a minimum stroke width of 32mm. The number may be displayed directly on the fairing or if one is not fitted on a suitable plate. Additional numbers must also be displayed on each side of the motorcycle, facing outwards.
- Numbers are, at all times, subject to approval by the Scrutineers and must be clearly visible to the timekeepers/lap scorers. Modifications may be required if deemed necessary by these officials.
- Numbers must be displayed at all times that a motorcycle is on the circuit. Any other number plates or markings which may cause confusion in respect of the official number must be removed before the motorcycle will be permitted onto the circuit.

5. VEHICLE SCRUTINY (See GCRs 245 – 247, 249, 253 – 257)

All entered vehicles, including reserve entries, shall be visually examined in the paddock or designated scrutineering area by MSA licenced Scrutineers at a time to be stated in the SRs or final instructions.

- Competitors must report for scrutiny with their vehicles clean and complete in all respects at the time specified in the SRs.
- At scrutiny the following must be produced for inspection, in addition to log books:

CARS

- Approved fire-retardant clothing (including recognised racing shoes/boots), **fire extinguisher as per SSR 2 A iii)**, crash helmet (with goggles or visor in the case of open cars) and gloves.

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- Full face helmets of approved type (i.e. with ‘Double D’ fastener), in sound condition and fitting securely. They must be properly fastened and worn by all riders during practice and racing. If goggles and/or spectacles are worn with the above, they shall be of ‘non-splinter’ material.
- Protective clothing as detailed below, in good condition and free from tears, holes or other defects affecting its safety effectiveness, must be worn during practice and racing:
 - Leather one-piece racing suit;
 - Boots affording adequate protection to feet and ankles;
 - Leather gloves.

Note: No clothing external to the above may be worn unless authorised by the Stewards of the Meeting.

ENDURANCE RACES:

All pit crew personnel must wear adequate protective clothing, preferably fire-proof overalls. Proper earthing systems are essential to reduce the fire risk during refuelling. Pit crew are all to be capable of operating fire extinguishers. All of the aforementioned requirements are to be **enforced** ~~policed~~ by the Scrutineers **or the appointed pitlane officers.**

- Any competitor failing to report for scrutiny as instructed, shall be guilty of a breach of these rules and may be fined or excluded or may forfeit any claim to a favourable starting position.
- No vehicle may be driven in the race or in official timed practice until it has been approved by an MSA

Scrutineer of the meeting, and it bears official evidence of this. A competitor may submit more than one (1) vehicle for scrutiny, subject to the aforementioned.

10. At the pre-race scrutiny, vehicles will be visually examined to ensure that:
 - i) They are in a safe condition to participate in the event;
 - ii) Windscreens of toughened glass will not be permitted (cars only);
 - iii) Towing eyes must be fitted to afford rapid removal of cars from the circuit in the event of an accident or breakdown (cars only);
 - iv) Glass headlights and sidelights must be taped or covered with a contoured plastic cover. Where events extend into the night, the taping should be of such a nature that it can be readily removed to afford lighting after dark;
 - v) Championship sponsors' advertising is in place as required by the relevant race regulations;
 - vi) Any other requirements as laid down by the specific Championship regulations in regard to signage, such as drivers' names are in place;
 - vii) They appear to conform to the regulations (See SSR 12).
 - viii) In the case of motorcycle, that disc brake calliper bolts and pad retaining pins are lock-wired in place, or otherwise secured to the satisfaction of the Scrutineers.
11. The use of re-treaded and/or remoulded tyres is not permitted in circuit racing unless specific permission for their use is granted by MSA.
12. It is the sole responsibility of the entrant to ensure that the vehicle complies with the particulars on the entry form and with the regulations governing the race. It is further the responsibility of the entrant to query, before the race, any matter of eligibility concerning which he may have doubts. Refer GCR 254. Should it become evident whilst the vehicle is being examined by a Scrutineer that it does not comply with the entry form, regulations or specifications, this should be brought to the notice of the competitor concerned and the Clerk of the Course shall decide whether the vehicle may compete in that form or if it must be made to comply. Failure to comply with the details on the entry form and with the regulations governing the race will result in a penalty being imposed.
13. After the race, those vehicles stipulated in the SRs (and any other at the discretion of the organisers/promoters or MSA), shall be placed in possession of the organisers/promoters and shall be examined by the relevant technical officials to determine if they comply with the entry form and the regulations governing the race. Any vehicle failing to comply in any of these respects may be excluded (refer GCR 176). If the Clerk of the Course is of the opinion that the vehicle has been tampered with, he may impose a penalty against the competitor concerned. Refusal to submit the vehicle for scrutiny as directed shall result in automatic exclusion and further disciplinary action. Post-race scrutiny may take place either at the circuit or at another venue as arranged with the Clerk of the Course. When vehicles are to be examined away from the circuit, they will be adequately sealed by the Scrutineers before the vehicles leave the parc fermé or post-race scrutiny paddock. (See GCR 252 for regulations applying to the parc fermé and post-race examinations).

CARS

To enable the engine/gearbox units to be sealed, competitors must ensure that drilled lugs or brackets are welded to the body/chassis in the engine compartment in such positions that the engine/gearbox unit may be secured to them by means of sealing wire used by the Scrutineers. In the normal way, sealing wire will be passed around the engine/gearbox unit in at least two (2) places remote from each other and then through the lugs/brackets before the seals are applied. Therefore, normally two (2) lugs will be required on each side of the engine compartment at approximately one-quarter and three-quarters of the length of the engine/gearbox unit. Where a chassis cross-member or other convenient integral part of the body/chassis is adjacent to these positions and the sealing wire can be secured around it, a lug may be omitted. The advice of technical officials is freely available to suggest suitable positioning of the lugs.

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If the motorcycle is fitted with an aluminium cylinder head/barrel, it is the responsibility of the competitor to provide a steel adapter plate to enable a magnetic dial gauge to be mounted for the technical officials to take any necessary measurements.

14. Any vehicle involved in a collision or accident, either during the race or practice, may be halted by the Clerk of the Course for examination by the Scrutineers and if, in the opinion of the Chief Scrutineer or his appointed Deputy, the vehicle is not in a fit condition to continue, it shall either be repaired to the satisfaction of the Chief Scrutineer or his appointed Deputy, or removed from the course.
15. Any vehicle involved in an accident, which is unable to proceed, shall not be touched by any person other than officials without the specific approval of the Clerk of the Course.
16. No vehicle involved in an accident may be taken away from the circuit without prior authority of the Clerk of the Course.
17. Any vehicle which appears dangerous or which is being driven dangerously, notwithstanding that it has been passed by the Scrutineers, may be halted by the Clerk of the Course, whether during practice or during a race.
18. If, after it has been approved by the Scrutineers of the meeting, any vehicle is dismantled or modified in a manner which may affect its suitability or safety, or it is involved in any incident likely to have a similar effect, it ~~shall~~ **must** be submitted for scrutiny again.
19. MSA may require the organisers at any race meeting to perform such checks in regard to eligibility as it may stipulate.
20. **PRACTICE/QUALIFICATION**
The SRs or official instructions will furnish particulars of practice periods and may require competitors to complete a specified number of practice laps in order to qualify for the event. It is a condition of running a National Championship race meeting that the circuit must be available on the day immediately preceding an event (normally a Friday) for the practice of competitors at no additional cost to the competitors other than their normal entry fees for the race. Promoters and/or circuit owners are required to have control and emergency facilities available at these sessions. No competitor or team entered for a National Championship race meeting shall be permitted access to the relevant circuit two (2) days prior to the event entered (normally a Thursday), unless MSA has granted its prior approval and all other teams/competitors have an equal opportunity of access to the circuit.
21. Each driver/rider shall have the opportunity, within the practice period allocated to him, to complete at least ten (10) laps, or half an hour practising, whichever is the lesser, for Championship categories.
22. Any driver/rider who, within the preceding two (2) years, has not raced on the course (or since any major reconstruction of the course within the previous two (2) years) may be required to complete at least three (3) practice laps in/on the vehicle to be raced during which he shall satisfy the Clerk of the Course as to his competence provided that a "practice" vehicle of the same type may be used for this purpose.
23. If acceptance of entry is conditional upon performance in practice, then particulars shall be furnished in the SRs.
24. The Clerk of the Course may at his discretion, permit a vehicle approved by the Chief Scrutineer as safe and mechanically sound, but deemed to be temporarily ineligible for other reasons, to take

part in practice, provided that:

- i) During all practice sessions the vehicle displays the letter "T" with its other identification marks and with equal prominence;
- ii) Any practice times established by such vehicle may not count for a starting position.
- iii) Notwithstanding the foregoing, a competitor may have one (1) spare vehicle identical in all respects excepting for gearbox and final drive ratios and carrying the same competition number. Both vehicles must be scrutineered in accordance with the sporting regulations. The competitor may drive/ride one (1) or both vehicles during official qualifying practice. He is free to elect to drive either vehicle in the race, whether he has practised it or not. However, should it transpire, as a result of examination by a Scrutineer or Technical Consultant (TC), that the vehicles are not identical (excepting gear ratios and normal tuning adjustments) the competitor will be penalised accordingly.

Where two (2) races are run for a series at the same meeting, if a driver/rider wishes to compete in the second race using a different vehicle to that used in the first race, he will be obliged to start the second race from the back of the grid.

25. PRE-RACE PADDOCK (WHERE APPLICABLE)

The SRs or official instructions will state when competing vehicles will be brought into the pre-race paddock and the Clerk of the Course shall have the right to refuse admission to the starting grid of any vehicle which is not within this area by the stated time. Whilst in the pre-race paddock, both vehicle and competitors' clothing will be checked by the Scrutineers for compliance with the regulations.

26. STARTING POSITIONS

1. The SRs shall state the manner in which starting positions will be determined. This will be by:
 - i) practice time; or ii) handicap; or
 - iii) finishing order in a preceding race or heat; or
 - iv) selection made with the object of placing the fastest competitor in front; or v) by lot; or
 - vi) the position of each competitor in the Championship based on the total points scored in all previous events counting towards the particular current class Championship concerned. Notwithstanding clauses ii), iii), v) and vi) above which do not require timed practice periods to decide starting positions, competitors must adhere to the times laid down for pre-race scrutiny by the promoters/organisers in the supplementary regulations and final instructions.
2. **Handicaps**
 In the case of handicaps (see ii above) the following shall apply, unless otherwise specified in the SRs:
 - i) Any handicap shall be based upon performance in practice, or otherwise at the discretion of the Clerk of the Course.
 - ii) A handicap may be modified after initial publication but a final list shall be made available to competitors at least one (1) hour prior to the start of the race.
 - iii) In the case of handicapping between events, where due notice of the handicap itself cannot be given, notice will be given of the formula upon which handicaps will be modified.
 - iv) Handicaps shall be notified in the manner specified in SSR 32 in regard to starting positions and any protest against handicaps shall be made within ten (10) minutes of such notification.
 - v) When the handicap is wholly or partly based upon practice time, a competitor who, in any lap, improves upon his best practice lap time by more than 5% may be excluded, except that his penalty will not be applied if there are extenuating circumstances made known to the handicapper by the entrant or the competitor before the handicaps are finalised, or the weather conditions or the conditions of the circuit during the race are different to those which applied during official practice.

- 27.** In the case of starting positions determined by practice times, the competitor and vehicle combination with the fastest time will be given the leading position at the start, other combinations following in order of their practice times.

The relative positions of vehicles that record identical practice times will be decided in favour of the vehicle which first recorded such time. To be eligible to come under starter's orders, competitors must be within 110% (or such lower percentage as may be specified in the relevant category regulations or event supplementary regulations) of the pole position time established for the race or class concerned. The Clerk of the Course shall nevertheless, at his sole discretion, have the right to place at the back of the grid or class concerned, as the case may be, any vehicle/competitor combination for which a practice time has either not been recorded at all, or for which an unrepresentative time has been recorded. In the event of there being more than one such case, the order between them shall be at the sole discretion of the Clerk of the Course.

- 28.** When starting positions are determined by practice times, only those times established by a competitor in/on the vehicle he is driving/riding in the race will be counted unless a competitor is using a vehicle as detailed in SSR 24 (iii).

- 29.** Starting positions for the second race/heat shall be determined according to each competitor's second fastest lap time during the official qualifying session, unless otherwise stated in the event SRs or individual category regulations. Failure to set a second fastest lap time shall render the competitor concerned liable to start the race/heat in question from a position at the back of the grid or such other position as determined by the Clerk of the Course, in consultation with the relevant category's official representative/s. Any competitor not finishing the first race/heat shall be deemed a non-starter in the second race/heat unless the Clerk of the Course has been informed, in writing, within one (1) hour of completion of the first race/heat that the competitor will be in a position to start the second race/heat.

Note: In all cases where grid positions are determined in accordance with the above, Races 1 and 2 for a given category shall be considered as totally separate races as far as the imposition of penalties is concerned. Therefore, penalties applied in Race 1 shall not be carried over to Race 2, except where a competitor has been excluded from the entire race meeting. Where a competitor is excluded from the results of the official qualifying session, he/she shall start both races from the back of the grid.

- 30.** In the event of a race organiser receiving more entries for a race not run in classes than the maximum number of starters permitted by the circuit licence, a number of qualifying races will be held. The manner in which the practice and the races will be conducted is set out as follows:

i) Practice

Once entries have closed the organisers will decide from the number received and the number of starters for which the circuit is licenced, how many qualifying races will be held. They will then draw lots for the grouping of competitors for official timed practice. Competitors may practice only in the group to which they are allocated and no group may exceed the licenced maximum number for the circuit concerned. They must ensure that each group has the same number of participants. The normal practice procedure will apply to each group for the determining of starting positions.

ii) Qualifying for the Final

The number of starters for which a circuit is licenced will be divided by the number of qualifying races held and that number of successful drivers from each qualifying race will go forward to the final. In the event of there still being a starting position or standing positions available, the highest finisher/s in the consolation race will be allocated these position/s.

Should there be insufficient non-qualifiers to warrant a consolation race the remaining starting position/s in the final will go to the competitor/s with the next quickest time/s in the qualifying races.

iii) Final

Starting positions will be determined in the following manner: The winning competitor from the fastest qualifying race will be allocated pole position. The winner of the next fastest qualifying race will have second position. This procedure will be followed until all qualifying race winners have been allocated starting positions.

The following position will be allocated to the driver finishing second in the fastest qualifying race regardless of his race time, the next position will be the driver finishing second in the next fastest qualifying race, and so on until all available starting positions are filled.

Championship points will be allocated to the final only and shall be double points (see SSR 82 (iv)).

iv) Consolation Race

If there are sufficient non-qualifiers, the organisers should arrange a consolation race. Should there be starting positions in the final that could be filled from this race it must obviously take place prior to the final. No Championship points will be allocated to this race.

31. In the case of starting positions determined by selection, the positions allocated shall be notified at least half an hour before the start.
32. In all other cases, starting positions shall also be notified at least half an hour before the start, except where the starting positions of an event are affected by the finishing order of a previous event making it physically impossible to comply with this rule. In such cases the starting positions shall be notified to competitors as soon as possible.
33. Display of the starting positions at the Control Tower shall be deemed to be notification to all competitors.
34. Any protest regarding the starting positions shall be lodged within ten (10) minutes of the notification of such positions (see GCR 200 iii).
35. Each vehicle will be allocated its position on the starting grid, determined in accordance with the foregoing. The places of any non-starters shall be left empty, the other competitors retaining their published positions on the grid.
36. **STARTING PROCEDURE (See GCRs 261-269) CARS**
Races may be started either by means of:
 - i) a standing start; or
 - ii) a rolling start.

Unless the regulations for a particular category of racing stipulate a rolling start, a standing start will be used, except in cases where MSA have authorised in writing an alternative method of starting, details of which must be given in the SRs.

The grid for all National Championship or similar races shall be of a staggered 2/2/2 pattern. The location of pole position shall be decided by MSA.

Each car will be permitted a grid width of 2,5m and the lanes shall be separated by between two (2) and three (3) metres depending on the width of the starting area. Grid positions must be symmetrically placed about the centre line of the start area. Grid position 1 shall be situated close to the start line, but not more than one (1) metre behind the line.

The distance between grid positions in the same lane shall be between ten (10) metre and twelve (12) metre depending on the space available for the starting grid. Grid position 2 shall be placed at least three (3) metres behind gridposition 1, but the stagger shall not exceed half the distance between positions 1 and 3. This stagger shall remain constant for the entire grid.

The number of starters for a circuit may be increased over the licenced number by 20% at the discretion of the Stewards of the Meeting in circumstances they consider appropriate.

Notwithstanding the permitted number of starters, the starting grid may not extend beyond the starting straight.

For a National Championship single seater scratch race, any driver or car not complying with any of the rules and regulations governing National Championship races or race meetings, but still eligible to compete will, for safety reasons and at the discretion of the Clerk of the Course, be placed ten (10) metres behind the rear line of the normal starting grid and will not start when the normal starting signal is given. Such drivers will be given a starting signal ten (10) seconds later. This delayed start cannot be applied retrospectively. For the purpose of calculating lap or race times, the normal starting signal will be used. If more than one (1) driver is subject to this rule then their starting positions shall be determined by the Clerk of the Course.

MOTORCYCLES

There may be three (3) types of start:

- i) massed start; or
- ii) start by groups; or
- iii) individual starts.

Races may be started either by means of:

- i) a standing start, with engines running (clutch start); or
- ii) a start with dead engines (push start).

Unless the regulations for a particular category of racing stipulate a push start, a standing start will be used.

The location of pole position shall be decided by MSA. The starting grid shall be formed in the following way:

- grid positions are to be indicated by means of white box measuring thirty (30) cm square (3 per row).
- the minimum width available, per motorcycle, shall be three (3) m.
- the length of track available for each row must be nine (9) m.
- motorcycles must be positioned "in echelon" on the grid in staggered rows, leaving the space in front of each vehicle free in the preceding row.

37. CONTROL OF PIT ROAD (See GCR 251)

No vehicles are to be in front of the pits other than those participating in a particular race or practice session. The vehicles concerned may only be in front of the pits for the purpose of tuning and adjustment. Once a vehicle has been withdrawn from a race, it must be removed immediately.

When the race starts, the pit road must be clear of all vehicles except for those that have suffered technical problems and are starting from the pit road (SSRs 38 and 39), or those that were unable to start on the dummy grid or starting grid and have therefore been pushed to the pits. No race may be started if any other vehicle is stationary in front of the pits. No persons other than essential race officials are permitted in the pit signalling area during the start of a race and until two (2) laps have been completed. MSA may amend this regulation if they are of the opinion that the safety features of a particular circuit warrant a change. Not more than three (3) persons per vehicle participating in a particular race are permitted in the signalling area, and in the case of a race they may only enter the signalling area after the completion of two (2) laps. Children are not permitted in the signalling area or in any other position in front of the pits.

Should a driver's pit crew fail to comply with this regulation or refuse to obey an official instruction in this regard, that driver may be black-flagged and/or fined and/or excluded. No person may smoke in the pit complex, on the pit road or on the grid.

38. STANDING START

A. Five (5) Minute Board:

- i) Not later than five (5) minutes before the due expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green. This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one (1) warm-up lap and assemble in the pre-determined order on the dummy grid or, in the absence of same, the main grid. Places of non-starters will be left unallocated.
- ii) Once a vehicle is in position the engine must be switched off. This rule may be waived by the Clerk of the Course if circumstances warrant such action.
- iii) A board reading "Pit lane closed" or the robot at the pit exit shall be turned to red when the first competitor takes up his position in his grid position ready for the start. "

B. Two (2) Minute Board:

- i) Everyone except drivers/riders, officials and team members, who will assist in starting, will leave the grid.
- ii) Vehicles come under starter's orders.

C. One (1) Minute Board:

- i) Engines will be started and the competitors take up their grid positions (if previously formed up on the dummy grid).
- ii) The driver/rider of a vehicle that will not start must raise his hand as a warning to other competitors.
No pit crew may attempt to push the vehicle - see SSR 59.
- iii) Any vehicle arriving at the grid after the One (1) Minute Board has been displayed will take up position at the back of the grid.

D. Thirty (30) Second Board: CARS

- i) A green flag will be shown at the front of the grid, whereupon the cars will commence a warm-up lap, maintaining their starting order with the pole position driver leading. Competitors must retain their starting positions. Circuits are at liberty to dispense with this extra warm-up lap, provided the following conditions are adhered to:
 - The relevant event supplementary regulations/final instructions clearly state this fact, to prevent any confusion on the part of the competitors.
 - The event supplementary regulations/final instructions must state the procedure to be followed at the end of the first warm-up lap done as the cars leave the pits. Circuits without proper dummy grids are to bear in mind that starting a temporary dummy grid on the main grid may lead to problems in the event of a car stalling.
 - Competitors are reminded of the starting procedure/s to be followed, at Driver's Briefing before the event.
- ii) Any driver who is unable to start must raise his arm. After all the cars have started their warm-up lap, the grid marshals may push the car on the track to start the engine under the supervision of the Clerk of the Course. The car may then commence its warm-up but it is forbidden to pass any other moving car. If the car still will not start, it must be pushed off the circuit to a safe position and will be deemed a non-starter of the race. See SSR 59.
- iii) When the cars return to the grid on completion of the parade lap, a red flag or board will be displayed at the front of the grid. They will stop, keeping their engines running, each one on its allocated grid position. The position of non-starters shall not be filled.

- iv) If, after returning to the starting grid, a driver stalls his car and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other cars have left the start, push the stalled car in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter of the race.

MOTORCYCLES

- i) A marshal shall be positioned at the front of the grid, with a red flag raised. When he moves to the side of the circuit, the starter will wave a green flag, indicating the start of the warm up lap. On completion of the warm-up lap, all riders must return to their original grid positions on the grid, keeping their engines running. A red flag will be displayed at the front of the grid. The position of non-starters shall not be filled.
- ii) If a rider stalls his motorcycle and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other motorcycles have left the start, push the stalled machine in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter.

E. Five (5) Second Board:

As soon as all the vehicles are stationary on the grid, a green flag will be raised from the back of the grid and the red flag or board will be replaced by a "5 Seconds" board to warn drivers/riders that there are five (5) seconds to go before the red light is shown or the start flag raised.

F. Five (5) Seconds:

Red lights switched on or start flag raised.

G. Four – Seven (4-7) Seconds:

Red lights go out or flag is lowered.

H. Push Start:

Should the SRs stipulate a push start, the procedure will be the same as above except that competitors must kill their engines on returning to the grid following the warm-up lap and push-start their machines when the start signal is given.

I. Aborted Start:

- i) Red lights remain on or flag remains raised and is lowered slowly and simultaneously replaced with a red flag.
- ii) "Start Delayed" board is shown.
- iii) The Clerk of the Course will then decide on one of the following actions and instruct accordingly. (No refuelling will be permitted if more than one start is necessary)
 - a) Engines will be kept running and any stalled vehicles will be pushed off the grid by marshals. A new start will commence from five (5) seconds.
 - b) A complete new start in which case all vehicles will do a lap of the circuit and form up on the grid once again. In this instance, vehicles starting from the pit road and vehicles that could not start, may join the race and take up positions at the back of the grid.

J. False/Jump Starts:

If any part of the vehicle (car or motorcycle) moves beyond its demarcated grid position or a vehicle starts moving forward before the start signal is given, the competitor concerned will have a thirty (30) second penalty added to his race time.

Any competitor bringing a vehicle to a halt past the demarcated line and remains past the line during the start procedure will be judged to have jumped the start.

Any competitor bringing a vehicle to a halt, as determined by the Clerk of the Course, Judge of Fact and/or the Starter, significantly before the demarcated line and remains before the line during the start procedure will be judged to have a false start.

The Judge of Fact's decision as to whether a competitor contravened the aforementioned regulation shall be considered final, unless there is compelling evidence to the contrary.

In such cases, the Clerk of the Course, at his/her sole discretion, may elect not to impose the prescribed thirty (30) second penalty. Any driver/rider who blatantly jumps the start will be black-flagged and will render himself/herself liable to further disciplinary action at the discretion of MSA.

K. Starting from the Pits:

- i) Vehicles in the pit road will be allowed to join the race once all the vehicles capable of starting the race, have passed the pit exit at the start of the race. The "Pit Lane Open" board shall be displayed or the robot shall be turned to green at this point.
- ii) Any driver/rider attempting to move out sooner will incur automatic exclusion.
- iii) A pit marshal will be stationed at the pit exit to control starting from the pits.

Note: The Clerk of the Course must be present at all times to see that all regulations are adhered to as well as working in conjunction with the Starter.

39. ROLLING START

Categories/events may only make use of rolling starts with the approval of MSA.

All rolling starts shall have a staggered formation as per the normal grid position line-up, i.e. cars behind the pole car must maintain a staggered formation, with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.

A. Five (5) Minute Board:

Not later than five (5) minutes before the due or expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green. This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one (1) warm-up lap and assemble in the predetermined order on the grid. Places of non-starters will be left unallocated.

Once the Two (2) Minute Board has been displayed, the pit exit will be closed and competitors, who have not left on their warm-up lap, will not be permitted onto the track to take up their starting positions. These competitors will have to assemble at the pit exit and will only be permitted to join the start once all cars capable of moving off the grid have left on their parade lap. Competitors from the pit exit may join the rear of the parade lap but may not take up their original starting positions and will have to start from the back.

B. Two (2) Minute Board:

- i) Everyone except drivers, officials and team members with external energy sources will leave the grid. Cars come under Starter's orders.
- ii) A board reading "Pit lane closed" or the robot at the pit exit shall be turned to red when the first competitor takes up his position in his grid position ready for the start.

C. One (1) Minute Board:

- i) Engines will be started and team members leave the grid.
- ii) Any vehicle arriving at the grid after the One (1) Minute Board has been displayed, will take up position at the back of the grid. They may not improve their positions or pass any moving cars until receiving the starting signal and crossing the start line.

D. Thirty (30) Second Board:

- i) Followed by display of a green flag – cars leave the grid on a parade lap. No car shall leave the grid until the car in pole position has moved forward.

Should the pole position car not be able to move off on the parade lap, the Starter or the Clerk of the Course (as the case may be), will signal the driver of the second car to proceed, which driver shall then assume the responsibility of the pole position car, and all other cars are to follow. Any drivers prejudiced by the stalled pole car or any other stalled car, may make up positions on the parade lap in order to regain their allocated starting positions. Such actions must be complete by the time the competitor/s concerned enters the last corner (change of direction of at least forty-five (45) degrees, with a radius of less than three hundred (300) metres).

- If the competitor concerned is not in his allocated position by the time he arrives at the entry to the last corner, he will be required to start from the position occupied at that stage.
- ii) A pace car may be used to regulate the start, or the driver in pole position will do so when a pace car is not used. Should mechanical breakdown or other circumstances prevent the driver in pole position completing this function, the driver of the second car on the grid will regulate the speed. Drivers must retain their correct starting positions during the parade lap, except as permitted above. Improving one's allocated starting position is forbidden. When the pace car leaves the circuit, at the conclusion of the parade lap, the driver of the car in pole position should be at least fifty (50) metres to the rear. Prior to entering the last corner before exiting the circuit, the driver of the pace car will slow down to ensure the field closes up and will establish the pace at which the field must approach the start line. This speed, which should not exceed 100km/h, must be maintained until the start signal is given. The pace car must leave the circuit via the pit entrance road and may not be driven past the pits regardless of the position of the start line. If no pace car is used, the driver in pole position will establish the pace but he must ensure the field is well bunched and must not exceed 100 km/h as he approaches the start line.
 - iii) If the starter is satisfied with the disposition of the cars at this stage, he will signal the start of the race by lowering the MSA flag or extinguishing the red starting light/s. Only at this point may acceleration take place. If the starter is not satisfied, the start lights will remain red or the starting flag will not be lowered but will be held stationary. The competitors must then complete another parade lap without a pace car and approach the start line to effect another start.
 - iv) Any competitor crossing the start line ahead of the driver in pole position shall be deemed to have jumped the start and shall have a thirty (30) second penalty added to his race time unless, in the view of the Judge of Fact, the driver in pole position reduced his speed before crossing the start line.
 - v) Any competitor left on the grid once the parade lap has commenced and all cars capable of starting have departed the grid, may subsequently be started using the on-board starter, or may be push-started by the grid marshals, and must start from the rear of the grid.
 - vi) If the car cannot be started either by self-starter or by pushing, the car must be removed from the circuit immediately under the direct control of the Clerk of the Course, and will be deemed a non-starter.
 - vii) The pace car must be marked "Pace Car" on the rear and sides, and must have at least two (2) flashing lights mounted on the roof. It must be driven by an experienced **(must have a minimum of five years club status circuit car racing experience)** and appropriately licenced (must hold a MSA officials licence as a safety car/pace car driver) circuit racing driver, except in instances where MSA has granted specific approval to the contrary, and carry a maximum of one (1) observer, wearing the appropriate safety apparel, capable of recognising all the competing cars and who are in permanent radio contact with Race Control. No other occupants are permitted in the pace car.

40. STARTS (GENERAL)

- i) In all cases, the starting signal will either be the lowering of the MSA flag, or the extinguishing of a red light or lights. The flag will remain raised, or the red lights will be illuminated, only for as long **as the Clerk of the Course** and the starter requires ascertaining that all vehicles are in their correct starting formation. When this occurs and the vehicles on the track have passed the pit exit, the "Pit Lane Open" board or green robot will be displayed.
- ii) Judges will be appointed to determine jump/false starts (See GCR 270).
- iii) If, due to unforeseen circumstances, the start cannot take place after the two (2) minute signal, a "Start Delayed" board shall be displayed. Engines shall be stopped.

Note: The Clerk of the Course must be present at all times to see that all regulations are adhered to as well as working in conjunction with the Starter.

41. STOPPING OF RACES

Unless the regulations provide otherwise, the following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag:

- i) All ~~vehicles~~ **cars** shall proceed slowly to the start area with no passing being permitted. On reaching the start area, parc ferme conditions will apply. Any ~~vehicle~~ **car** that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the start area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.
 - A) **Red Flag procedure for Circuit Motorcycle racing**
After receiving the RED FLAG, motorcycle riders are to:
 - 1) **Raise their hand – Immediately raise a hand to signal awareness of the red flag**
 - 2) **Move off the racing line – Safely move away from the racing line to avoid interference**
 - 3) **Proceed slowly – All motorcycles shall proceed slowly to the parc ferme area and/or pit lane (at the discretion of the Clerk of the Course) with no overtaking permitted**
 - 4) **Parc ferme conditions will apply**
 - 5) **Await further instructions**
 - 6) **Riders remain under parc ferme conditions until the Clerk of the Course gives permission for crews to enter the area**
 - 7) **Stopping on the Circuit – No rider is permitted to stop on the circuit unless the circuit is blocked, and passing is impossible.**
 - B) **It is imperative that the procedure is reiterated to competitors at riders briefing.**
 - C) **Any motorcycle that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the parc ferme area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.**
 - D) **Race officials may conduct random checks before and/or after practice sessions and/or races to verify that helmet straps are correctly fastened, properly adjusted, and securely tightened to ensure rider safety.**
- ii) If a race is to be restarted, normal start procedure will apply.
- iii) In instances where a race is stopped, and then re-started, no replenishment of any liquid in the vehicles shall be permitted in the intervening period. The onus rests on competitors to ensure that their vehicles are carrying enough fuel to cater for any such situation and excessive fuel usage during a race stoppage and re-start situation shall not be taken into account as a valid mitigating factor should a vehicle be found to be underweight at the end of a re-started race.

As soon as conditions permit thereafter, the starting procedure will recommence with the display of the two (2) Minute Board.

42. CROSSING A CONTROL LINE

The time at which a vehicle crosses a control line such as the starting line or finishing line, shall be at the moment when the foremost part of the vehicle crosses the line.

43. RESTARTING A RACE STOPPED PREMATURELY

- i) If less than two (2) laps of the race have been completed by the leader, the original start shall be null and void and the race shall be restarted and all starters in the original start may compete again. Competitors may substitute other vehicles of the same make and model subject to the approval of

- the Scrutineers. No reserve entries will be admitted. The race will be considered a new race and the full time or distance will be covered.
- ii) If more than two (2) laps have been completed but less than 75% of the scheduled distance or time:
 - a) The race shall be deemed to be in two (2) distinct parts. The classification of the first part shall be determined at the conclusion of the lap prior to the red flag being given.
 - b) Unless the regulations specify to the contrary or the Stewards of the Meeting rule Otherwise, all vehicles will be in a parc fermé between the two (2) parts of the race. A new starting order will be established by the Timekeepers taking the above into account. Only those still competing at the end of the first part of the event and who arrive at the pits under their power and using an authorised route, will be allowed to compete in the second part. No reserve vehicles will be permitted.
 - c) The distance or time of the second half will be that required to complete the scheduled distance or time and the combination of the two (2) parts will be the basis for final classification.
 - iii) If 75% of the scheduled distance or time has been completed, the event will be concluded and there will be no restart. Classification will be as if the race had been completed in its entirety.
 - iv) If it is impossible, in the opinion of the Stewards of the Meeting, to restart a race stopped prematurely, it shall be deemed completed. The classification, as well as the Championship scoring ramifications, shall be determined at the discretion of the following:

Club events	:	Stewards of the Meeting
Regional Championship	:	The relevant Regional Motorsport Committee
National Championship	:	The relevant MSA Sporting Commission or Working Group

44. WET WEATHER START

- i) If more than 50% of the vehicles start a race on wet weather tyres, or if the Clerk of the Course so decrees, it will be declared a wet weather race. A "Wet Weather" race board will be displayed at the start line. A wet weather race will not be stopped even if it fails to rain or the track dries out following rain.
- ii) If it suddenly starts to rain while the vehicles are on the warm-up lap or standing on the starting grid, the Clerk of the Course, at his sole discretion, may display a "Start Delayed" sign. The starting procedure will begin again after fifteen (15) minutes, enabling vehicles to be fitted with wet weather tyres if the drivers/riders so wish. Should the volume of water on the track be such that it cannot be negotiated safely even on wet weather tyres the Clerk of the Course may delay the start until such time as the conditions improve.
- iii) For stopping and restarting races - see SSR 43.

45. SAFETY CAR

Circuits wishing to make use of a safety car to prevent the red-flagging of races as far as possible, are advised that provision for doing so must be made in the event supplementary regulations. The following procedure must be strictly adhered to:

- i) The Safety Car will be brought into operation to neutralise a race at the sole discretion of the Clerk of the Course.

This will usually be following the partial blocking of the track or a situation in which rescue workers and/or competitors are being subjected to such danger that yellow flags do not afford sufficient protection.

- ii) The car must be marked "Safety Car" on the rear and sides, and must have at least two (2) flashing lights mounted on the roof. It must be driven by an experienced (must have a minimum of five years club status circuit car racing experience) and appropriately licenced (must hold a MSA officials licence as a safety car/pace car driver) circuit racing driver, except in instances where MSA has granted specific approval to the contrary, and carry a maximum of one (1) observer, wearing the appropriate safety apparel, capable of recognising all the competing cars and who are in permanent radio contact with Race Control. No other occupants are permitted in the Safety Car while a race is in progress or it is being driven on track.
- iii) The Safety Car shall be sited at the end of the pit lane and must join the circuit with its flashing lights turned on, regardless of where the race leader is.

- iv) As soon as the order is given for the Safety Car to go out, all flag posts (including at the start/finish line) are to display a waved yellow flag and an "SC" board, which will remain out until the intervention is over. Where possible, yellow flashing lights will be shown at the start/finish line and/or at any other point on the circuit where such facilities exist. The lights are to remain lit until such time as the Safety Car switches off its flashing lights.
- v) All competitors, when notified of the Safety Car intervention (by flag signals and "SC" boards), must reduce speed and line up behind the Safety Car, maintaining the same speed as the Safety Car. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car, who may wave past ~~any~~ **all** competitors between the Safety Car and the race leader. Such competitors must continue at reduced speed without overtaking until they reach the line of cars behind the Safety Car.
- vi) When the Clerk of the Course decides to call in the Safety Car, the "SC" board and waved yellow flag at the start/finish line will be withdrawn and all flag points around the circuit will withdraw the flags and boards. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the pit lane entrance at the end of that lap. THE SAFETY CAR WILL NOT COMPLETE ONE (1) FULL LAP OF THE CIRCUIT WITH ITS LIGHTS OFF.
- vii) A green flag will be waved at the start line to indicate the resumption of racing. OVERTAKING REMAINS FORBIDDEN UNTIL COMPETITORS PASS THE GREEN FLAG AT THE START LINE.
- viii) All laps completed during a Safety Car intervention will be counted as race laps, unless stated to the contrary in the event SRs.
- ix) While a Safety Car intervention is underway competitors may stop at their pit and may re-join the track proceeding at reduced speed until reaching the end of the line of cars behind the Safety Car. OVERTAKING IS FORBIDDEN.
The pit exit shall be controlled by lights or by a marshal with a flag. Exit from the pits will not be permitted while the Safety Car and the competitors following behind are passing the pit exit.
- x) All competing vehicles must maintain the same speed as the Safety Car whilst in convoy, and the same speed as the vehicles in front of them. All competitors shall maintain a maximum distance of three (3) cars' lengths and a minimum of one (1) car's length from the vehicle in front (including the Safety Car) before the re-commencement of racing.
- xi) The Clerk of the Course may impose a penalty upon any competitor or team who he/she considers has gained an unfair advantage, whether inadvertently or not, from a breach of the Safety Car regulations.
- xii) Where use is made of 'course cars', promoters/organisers must ensure that such vehicles are adequately insured and that their occupants wear crash helmets and seat belts when the vehicles are being driven on circuit.

46. DRIVERS ON THE COURSE (cars only)

- i) Drivers may not smoke whilst driving during practice or a race (refer also SSR 37).
- ii) The driver's hands and arms must be kept within the car at all times except when making a formal signal.
- iii) A driver shall throughout the race and practice periods wear an approved crash helmet, goggles or visor of splinter-proof material (unless the car has a full size windscreen), fire retardant overalls which shall cover arms, legs and the torso up to the neck, plus gloves. Crash helmets and seat belts must be properly fastened and positioned and infringement of this rule may result in exclusion. No driver may race or practice wearing "shorts" and/or short-sleeved shirt.
- iv) Only a nominated driver may be in a car during the race or official practice.

47. A competitor may drive/ride only one (1) vehicle in a race, and not more than one (1) competitor may drive/ride the same vehicle in any one (1) race, unless the SRs or relevant category regulations specify otherwise.

48. POSITION OF RIDER (motorcycles only)

During a race, riders should adopt a position with their feet on the footrests. If a rider adopts any other position and it is deemed to be dangerous, he shall be excluded by the Clerk of the Course. The height of the footrests must not be greater than 100mm above a line joining the centres of the two road wheels measured with the rider seated in the normal position on the motorcycle.

49. RACING CONDUCT

No competitor shall indulge in foul language and unfair or dangerous conduct. Breach of this regulation may render the guilty party liable to exclusion.

50. OVERTAKING, RULE OF THE ROAD AND DRIVING DISCIPLINE

i) Overtaking (cars)

- a) During a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up in a straight line by a car which is either temporarily or consistently faster, the driver shall give the other vehicle the right of way by pulling to oneside in order to allow for passing on the other side.
- b) If the driver of the vehicle about to be overtaken does not seem to make full use of his rear-view mirror, the Flag Marshal(s) will give him a warning by waving the blue flag to indicate that another competitor wants to overtake him. Any driver who does not take notice of the blue flag, may be penalised by the Clerk of the Course. Systematic or repeated offences may result in the exclusion of the offender from the race.
- c) Corners, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the possibilities of the moment, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of cars towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the seriousness and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntarily, may result in exclusion from the race.
- d) Any obstructive manoeuvre carried out by one or several drivers, either having common interests, or not, is prohibited. The persistent driving abreast of several vehicles, as well as driving in a fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.
- e) The penalty inflicted for ignoring the blue flag will also be applied to drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, this ranging from a fine to exclusion from the race. The same penalty shall be applied to drivers who weave from one side of the track to the other in order to prevent other competitors from overtaking.
- f) The repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail exclusion of the driver/s concerned.
- g) The race track alone shall be used by the drivers during the race.
- h) If a car has left the circuit with all four wheels, it shall re-join the circuit at the nearest point to the exit from it, compatible with safety and without prejudicing a fellow competitor. Leaving the circuit with all four wheels (with the resultant effect of missing a corner on the circuit) will result in the imposition of a time penalty (ten (10) seconds minimum) on the offending competitor, for a first offence.

A second offence in the same race will result in the exclusion of the competitor from the race in question.

- i) In order to enhance the possibility of overtaking, a category of racing may, utilise the following:
 - Two (2) corners considered to provide prime overtaking opportunities will be selected at the circuit. A barrier line will be painted on the track starting from around the 300-metre brake marker and ending before the racing line entry to the corner.
 - The barrier line will be a broken white line of approximately seventy-five (75) centimetres in length by 75mm width with a space of approximately one (1) metre in between. A recognised brand of road marking paint must be used, and must be applied as thinly as possible.
 - With effect from the second lap of a race, competitors are not permitted to run inside the barrier line unless they are executing an overtaking manoeuvre.
 - Any competitor not in a position to overtake another car must be on the outside of the barrier line before it commences and maintain this position until turning into the corner at the end of the barrier line. Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.

- Two (2) competitors approaching a controlled corner side by side with the lead car on the inside of the barrier line will be deemed to be in an overtaking situation and therefore the lead car may maintain the position.
- Observers will be positioned at the corners to determine whether any competitor has infringed the regulation. Consideration will be given by the observers to circumstances where, due to a yellow or yellow/red flag displayed at the corner, a competitor may be forced to use the inside line.
- Infringement of this regulation will be referred to the Clerk of the Course and a twenty (20) second penalty will be imposed on the offending competitor and added to the race time of the particular race in which the infringement occurred.

ii) Overtaking (motorcycles)

A rider about to be overtaken shall not knowingly ride so as to impede his fellow rider and a rider having overtaken another rider shall not cut in on the other rider's right of way until there is a distance of at least five (5) metres between the two.

iii) Stopping of a car during a race

- a) The driver of any car leaving the race shall signal his intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.
- b) Should a driver be compelled to stop his car, either involuntarily or for any other reason, the car shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver himself is not able to move the car out of the potentially dangerous position, it is the duty of the marshal(s) or other race official(s) to help him. In that case, if the driver succeeds in restarting his car, and re-joins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he will not be excluded from the race.
- c) Any repairs carried out on the track may only be made by the driver himself by means of the tools and spare parts carried aboard the car.
- d) Any replenishment on the track itself is prohibited, and will entail immediate exclusion.
- e) Apart from the driver himself – and, in exceptional cases, the competent race officials, NOBODY is allowed to touch a stationary car under penalty of exclusion from the race.
- f) Pushing a car along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.
- g) Any car abandoned on the circuit by its driver, even temporarily and regardless of the reason or the duration, shall be considered as withdrawn from the race.

iv) Stopping of a motorcycle during a race

- a) If, for any reason, a rider in a race stops, he must immediately remove himself and his motorcycle from the course altogether or, if that is impossible, he must place his motorcycle at the side of the course which is the least dangerous to other riders. If the stop occurs on a bend, he should push his motorcycle clear of the bend. A driver must never drive or wheel his motorcycle on the course in a direction opposite to that in which the race is being run. Should he require assistance he may proceed on foot, in the reverse direction of the race, having first placed his motorcycle in a safe position and provided he exercises due care so as not to endanger other riders. Any rider who fails to comply with this rule shall be excluded by the Clerk of the Course.
- b) Repairs and change of parts are authorised on the course provided they are performed by the rider exclusively. Because of the danger of injury, no parts or tools shall be carried by the rider on his person while racing or participating.
- c) Riders may not, under any circumstances, render one another assistance during a race. Any such action will result in exclusion of both riders from the race.
- d) A competitor may not receive assistance of any nature whatsoever in contravention of these rules during the race and shall automatically be excluded for receiving assistance, whether solicited or not. Officials may, without penalty to the rider, assist in the removal of a rider or his machine from the course in the interests of safety but, in doing so, their assistance must not cause the starting of the engine or result in placing the machine in a more favourable position for re-starting by the rider.

v) Loss of coolant/lubricant

If, as a result of a mechanical or other problem or leaving the circuit, a car develops a loss of lubricant or coolant, it must be driven off the circuit to a place of safety immediately. Should the driver attempt to continue on the circuit thus causing the circuit to become slippery as a result of loss of lubricant or coolant, the competitor/driver will be summoned to appear before the Stewards who may take disciplinary action by imposing a fine of not more than R5000.

51. SAFE DRIVING/RIDING

- i) A competitor shall at all times drive/ride in a manner compatible with general safety and may be held by the Clerk of the Course for failure to do so. Any penalty incurred under these regulations shall not prevent any further appropriate action by MSA. (Refer also to SSR 17). **Cars: A driver may not maintain contact with or push a car in front of his own during a race.**
- ii) On safety grounds, it is forbidden for 'open-wheel' single seater racing cars to compete in the same practice session, qualifying session or race as saloon cars and/or sports cars.
- iii) Unless advised to the contrary in the Supplementary Regulations of a particular event, the pit lane speed limit at all circuits shall be 60km/h.

52. STOPS AT THE PITS

Competitors intending to enter the pit area shall unmistakably signal their intention in good time and satisfy themselves that it is safe to do so. They shall slow down to enter the pit service road.

- 53.** During practice and the race, access to the pits is permissible only by the pit service road, except in the case of force majeure, which can only be determined by the Stewards of the Meeting. Failure to comply with this rule shall result in exclusion of the competitor from the race. It is forbidden to drive/ride in the pit service road in a direction opposite to that in which the race is being run.

- 54.** Cars shall be halted within the pit area allocated to them and, in the case of overshooting, shall not be permitted to reverse under power to their pit area. The car may, however, be pushed back to its pit by no more than three (3) pit assistants, if necessary with the help of the driver himself, but not more than four (4) persons shall be allowed to touch the car at the same time.

- 55.** Competitors leaving the pits shall do so only via the pit service road and shall re-join the course at the line/area marking the end of this road. Failure to do so shall result in exclusion from the race. It is the responsibility of the competitor leaving the pit service road to satisfy himself that it is safe to do so.

- 56.** Work upon vehicles, other than by the competitor or officials in the course of their duties, may be carried out only at the pits or in the paddock, unless otherwise stipulated in the SRs for endurance races.

57. PUSH-STARTING FROM THE PITS

Push-starting of cars from the pits is permitted subject to the following conditions

- i) There shall be an automatic penalty of one (1) complete lap, to be deducted from the competitor's total number of laps, for each and every occasion on which pushing assistance is received. This penalty is additional to any other penalty that may be incurred under sub-clauses iii), iv), and v) hereof.
- ii) Pushing shall be confined to the pit road only, from the competitor's pit onwards. Penalty for infringement shall be automatic exclusion.
- iii) The driver must be seated at the wheel throughout the whole of the time while the car is being re-started by pushing. Penalty for infringement shall be a minimum of one (1) lap to be deducted from the competitor's total number of laps.
- iv) No more than three (3) persons (all of whom shall be members of the car's pit crew) may push the car. Penalty for infringement shall be a minimum of one (1) lap to be deducted from the competitor's total number of laps.
- v) Due care shall be taken while pushing assistance is being given and any orders given for reasons of safety by officials shall be obeyed immediately. Penalty for infringement shall be a minimum of one (1) lap to be deducted from the competitor's total number of laps.

- 58.** Competitors, after receiving the starting signal and crossing the start line, may not (except as otherwise stipulated in SSRs 50 and 57) receive assistance of any nature whatsoever in contravention of these rules

and shall automatically be excluded for receiving assistance, whether solicited or not.

59. SSR 38 authorises the pushing to the pit of vehicles which have stalled on the dummy grid or the starting grid, but in such cases the vehicle may be pushed only by officials authorised to do so.

60. The promoters shall not be obliged to collect any vehicle left on or near the course by a competitor who may have retired. They have no responsibility or liability in regard to such vehicles. Vehicles left on or near the course shall be removed to the paddock area immediately after the meeting and as soon as the permission of the Clerk of the Course has been obtained.

61. INCIDENTS, ACCIDENTS AND RETIREMENTS

- i) **Every competitor retiring from a race shall report this to the Clerk of the Course as soon as practicable.** He may be required to sign a form declaring his retirement. Once a vehicle has been retired it may not re-join the race.
- ii) If during official practice or a race, a competitor has an accident/incident:
 - a) serious enough to prevent him continuing with the race or practice; or
 - b) involving another/other competitor/s and/or which involves falling, spinning, stopping or going off the circuit, even though the vehicles were able to continue, the competitor must submit, in writing, a report to the Clerk of the Course within ~~one (1) hour~~ **thirty (30) minutes** of the end of the official practice or race, as the case may be, stating briefly the circumstances relating to the accident/incident.

On receipt of the report, the Clerk of the Course will decide what action, if any, will be taken, and may institute an investigation ~~and/or may refer the matter to the Stewards for further action if he is of the opinion it is warranted~~. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

- iii) Any motorcycle rider who has retired from a race may, unless stopped by an official, continue to ride his motorcycle in the direction of the race at his own risk on the clear understanding that he does not thereby endanger other competitors. However, it is expressly forbidden in such cases for a rider to transport any other person (except the passenger in the case of a three-wheeler) on his motorcycle. Any breach of this rule shall incur a penalty.

62. WITHDRAWAL FROM RACE (See GCR 110)

Competitors who are unable to participate in a race must inform the Clerk of the Course, in writing and as soon as possible, stating their reasons for withdrawal from the race. Should the Clerk of the Course consider the reason inadequate, he is empowered to take action against the competitor concerned and/or refer the matter to MSA for further action.

63. PIT ATTENDANTS

Only persons authorised by the promoters shall be permitted in the replenishment pit of each competitor. Not more than two (2) attendants may work on any one (1) motorcycle.

64. Pit attendants must remain behind the pit counter, or other demarcation limit in lieu of a counter, except when working on the vehicle. Only two (2) of the pit staff, together with the team manager, may proceed across the pit service road for the purpose of signalling to the competitor. No pit attendant is allowed to go beyond the demarcation barrier or line between the pit service road and the track (See SSR 37).

65. Competitors, vehicles and attendants may occupy pit areas during the race or practice periods in which they are taking part, but they must vacate these areas immediately after the race or practice sessions end, unless stipulated otherwise in the SRs.

66. Entrants, competitors and attendants must at all times display the means of identification provided by the organisers.

67. FUEL AND OIL (See GCR 240)

Unless otherwise stipulated in the SRs, entrants will be responsible for providing their own supplies of fuel and oil and also the equipment they will use for refuelling their vehicles in the pits. Fuel may only be stored in the competitor's pit and only in metal containers (or other containers approved by the promoters) having an adequate sealing device.

Motorcycles only

The only fuel permitted to be used shall be pump fuel available to the general public via normal filling stations, except in instances where MSA has granted specific approval to the contrary.

a) Competitors shall immediately supply the following information on request:

- i) Exact location where fuel/oil was acquired.
- ii) Ratio of fuel/oil mix (if applicable).
- iii) Any other information requested concerning fuel/oil used.

The fuel/oil must be commercially, and freely available in the RSA. MSA will acquire such samples as deemed necessary and compare them with the fuel used by the competitor. If the samples do not compare, the competitor will be deemed to be in contravention of GCR 240. A second sample of fuel/oil used will be retained by MSA and may be used for a second comparison.

In the event of fuel being found illegal, costs incurred will be borne by the competitor concerned. Refusal to submit a sample or the required information will result in immediate exclusion and/or further disciplinary measures being taken against the competitor concerned. In the case of a fuel/oil mix, a small tolerance in octane value may be permitted.

NB: It is in the competitor's best interest to supply the correct information regarding fuel/oil used, as MSA has only to prove that the samples do not correspond.

- b) MSA further reserves the right to request 5 litres of the fuel being used by a competitor prior to the first race. This fuel will then be sealed and may be analysed in detail and used in comparison testing as in (a) above.
- c) As a further alternative, the organisers shall have the right to have any selected competing motorcycle drained of fuel under supervision and refuelled with fuel of known origin complying with the fuel specification detailed in GCR 240. In this event, and where applicable, competitors are obliged to make available their own lubricating oil which must be a commercially available brand in its factory sealed container. All of the above must be read in conjunction with GCR 240.

68. The promoters/organisers shall have the right to reject any system of refuelling which they consider unsafe and they shall have the right at any time before, during or after the race to take samples of fuel.

69. Except in the case of endurance races, replenishment of lubricating oil during a race is prohibited and competitors who contravene this rule shall be excluded.

70. CATCH TANKS

Cars

No cars shall take part in a practice or race on a tarred circuit with an open-ended pipe in any way connected with the lubrication system, sump, catch tank or other oil reservoir. All such pipes shall terminate in a metal or plastic container of at least 2000ml capacity, firmly secured to the vehicle. This container must be translucent or, in the case of a metal container, be fitted with a translucent "window" for checking the level of the contents. These containers shall be empty at the start of the race.

Motorcycles

- i) No motorcycle shall take part in a practice or race on any tarred circuit with an open-ended pipe in any way connected with the lubrication system, sump, catch tank or other oil reservoir. All such pipes shall terminate in a metal or plastic container of at least 200 ml capacity firmly secured to the vehicle, which must be emptied before the start of a practice or race.
- ii) All liquid-cooled motorcycles shall be fitted with a catch tank for the radiator overflow vent pipe, of not less than 500ml capacity, which must be emptied before the start of a practice or race.

71. THE FINISH

The finishing signal shall be the chequered flag (see GCR 274). If, during a race, the chequered flag is inadvertently displayed before the race is scheduled to end, the race will nevertheless be deemed to

have ended. If, during a race, the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

72. The winner of a race over a set distance shall be the competitor who covers the distance in the least time and the chequered flag will be displayed when this competitor completes the set distance. At this point the "Pit Lane Closed" board or red robot shall be displayed.
73. The winner of a race for a set time shall be the competitor who covers the greatest distance in that time, to the next completed lap.

The leader will be shown the chequered flag when he crosses the line at the end of the lap during which the prescribed period ends. In the event that the leader is very close to the finish line when the prescribed time elapses (with the result that the flag 'misses' him) the flag will be shown to all following competitors and the race will still be deemed to have ended when the leader crossed the finish line for the first time after the expiry of the prescribed period.

74. After receiving the chequered flag, competitors will maintain current position and proceed at reduced speed for a complete lap, thereafter pulling into the parc fermé, unless the SRs specify otherwise.
75. After the winner has received the chequered flag, all other competitors will be classified according to the number of completed laps of the circuit they have covered and, for those who have covered the same number of laps, according to the order in which they crossed the finishing line for the last time. However, if a vehicle has covered its last lap in a time more than double that of the best lap performance by the winner of the race, this lap will not be taken into account for the calculation of the total distance covered by the said vehicle.
Where the races are run in heats, the finishing procedure shall be laid down in the SRs.

76. To be classified as a finisher, a vehicle must have completed not less than two-thirds of the distance of the race (rounded down to the nearest whole number of laps) under its own power (see GCR 274 ii).
77. If, during a race, no vehicle crosses the start/finish control line under its own power during a period of ten (10) minutes, the end of race signal shall be displayed and the results announced according to the relative positions of vehicles at the time they last crossed the control line under their own power.

78. DEAD HEATS (See GCR 275)

In the case of a dead heat for first place, the prizes for the first and second places will be divided equally between the two (2) competitors. Dead heats for other positions will be dealt with similarly.

79. CLASSIFICATION OF RESULTS

See GCR 276, 278 and 281.

80. FLAG SIGNALS

See Appendix "H".

81. PAYMENT OF STARTING MONEY, PRIZE MONIES AND PRESENTATION OF AWARDS

(See GCRs 280 and 281)

82. GENERAL PRESCRIPTIONS APPLICABLE TO S.A. NATIONAL CHAMPIONSHIP RACES (See GCRs 226-234)

The following regulations will apply to all National Championship circuit racing events:

i) MINIMUM NUMBER OF STARTERS

MSA shall not declare S.A. National Champion/s should there not have been at least an average of six (6) starters in the class/category across the Championship season.

Where an overall Champion emerges from a structure made up of two (2) or more classes, any class that fails to field the required minimum number of starters for at least 60% of the qualifying events shall not score towards the overall Championship. Furthermore, in such cases no class winner shall

be declared in the relevant class/es. Any such non-scoring class shall not, however, affect the other classes with regard to the number of starters required.

Categories/classes that do not meet the required minimum number of starters at a specific race meeting will nevertheless be scored towards the Championship. However, the overall requirement for at least 60% of the events to have achieved the required minimum number of starters must have been met in order for class winners/Champions to be declared at the end of the season.

To be classified as a starter, a competitor must participate in at least one (1) of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (refer GCR 266).

ii) PRACTICE

Except where MSA has granted dispensation to the contrary, or where the category regulations specify otherwise, race organisers must schedule a minimum of three (3) x fifteen (15) minute official practice sessions for each National Championship category, in addition to the official timed practice (qualifying) sessions and any 'warm-up' sessions on race morning. These specified sessions must take place on race day and/or on the preceding day.

iii) NUMBER OF EVENTS

A minimum of eight (8) National Championship race meetings shall be scheduled for each of the Championship categories, unless permission to the contrary has been granted by MSA.

iv) RACE DURATION

Each race meeting or round of a Championship will generally consist of two (2) separate races, each with a minimum race distance of twenty-four (24) kilometres and a maximum race distance will not exceed fifty (50) kilometres. All distances will be to the next completed lap. Notwithstanding the above, an organiser may apply to MSA for permission to run one (1) race only at a particular meeting under exceptional circumstances. Race distance in this case may not exceed fifty (50) kilometres, unless permission to the contrary is granted by MSA.

83. ELECTRONIC TIMING

i) Where race timing is done by way of transponders, the use of the specified transponder holders is mandatory.

ii) Transponders are to be positioned as per the requirements of the involved timing concern.

Note: Unless there is clear evidence to support an alternative course of action, race results shall be determined strictly according to timing transponder 'hits', regardless of the exact location of the timing transponders in/on specific vehicles.

iii) MSA shall have the sole discretion to approve, or reject, the timing system (and operators) to be used for any event. It shall also have the sole discretion to appoint one or more individual(s)/concern(s) to time National events.

iv) The following minimum criteria will apply where transponder based timing is used:

- The system must be approved by the manufacturer for the categories of racing to be timed on a given day.
- Back-up photocells must be used to counter possible missed "hits".
- An uninterrupted power supply (UPS) of minimum 1 KVA must be available to the timing officials.
- A 1.5 KVA standby generator must be available to the timing officials (in case of a municipal power failure).
- All audit trails for races and qualifying sessions must be available to the relevant officials/MSA in the event of protests, appeals, etc.
- Manual lap-scoring must still be undertaken to provide the necessary back-up in the event of total system failure.

84–160. RESERVED