



MSA GENERAL COMPETITION RULES

MOTORSPORT SOUTH AFRICA



GENERAL COMPETITION RULES (GCRs)

2026

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The contents of these GCRs take effect from 01 January 2026
VERSION 1

Website:

www.motorsport.co.za

Contact number: 011 675 2220

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Please consult the MSA website for category regulations, as well as, any updates and/or
amendments made during the current year.

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OTHER APPENDICES & ANNEXURES PUBLISHED ON MSA WEBSITE:

APPENDIX “A” – Homologation

APPENDIX “D” – Courses, Road, Tracks and Records

APPENDIX “H” – Flag Signals

ANNEXURE “I” – Personal Accident Insurance

APPENDIX “L” – Medical Code (Including MSA Anti-Doping Code)

ENVIRONMENTAL CODE

WORLD CHAMPIONS

S.A. MOTORSPORT CHAMPIONS

S.A. SPRINGBOK / PROTEA COLOUR AWARDS

PROTEA COLOURS CRITERIA

LIFETIME ACHIEVEMENT AWARDS

MSA SPECIAL AWARDS

MSA SPECIAL & LIFETIME AWARDS CRITERIA

**FIM – FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME**

**FIA (SPORT) – FEDERATION INTERNATIONALE
DE L'AUTOMOBILE**

MSA Titular Member: Vic Maharaj

CIK – COMMISSION INTERNATIONALE DE KARTING

MSA Titular Member: Vic Maharaj

MSA BOARD OF DIRECTORS

Chairman: Carnita Low – Chairperson
 Vic Maharaj – Chief Executive Officer
 Pieter Zeelie – Financial Director
 Tanya Human
 Sandra Labuscagne-Jonck
 Kajaal Mohun
 Debiepersadh Ramchander
 Mike Rowe
 Melanie Spurr
 Xolile Letlaka (to be confirmed at the AGM)
 Neville Townsend (to be confirmed at the AGM)

MSA MANAGEMENT COMMITTEE (ManCom)

| | | |
|------------------|-----------------|---------------------------|
| Chairman: | Vic Maharaj | Chief Executive Officer |
| | Jacqui Monteiro | Operations Manager |
| | Carmen Hill | Sporting Services Manager |

MSA NATIONAL COURT OF APPEAL

Advocates: Adv. Andre Bezuidenhout
 Adv. Ishmael Semanya SC
 Adv. George Avvakoumides SC
 Adv. Paul Carstensen SC

Attorneys: Jannie Geyser
 Steve Harding
 Willie Venter

Sporting Members: Arnold Chatz

COMMISSIONS, PANELS AND REGIONAL COMMITTEES

Refer to the MSA Website.

PART I

GENERAL COMPETITION RULES (GCRs)

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INTRODUCTION

Vertical bars | in right hand margin indicate amendments to previous wording

CONTROL OF MOTORSPORT

MSA is the only National Federation for South African motorsport recognised by the FIA, CIK, FIM, Sport & Recreation South Africa and SASCOC, as well as by the other International or National Sporting bodies affiliated to, and/or recognised by, these entities.

MSA refrains from manifesting racial, political, gender or religious discrimination in the course of its activities and requires the same of its member bodies, officials and competitors.

MSA being a member of SASCOC accepts the code of conduct, objects and jurisdiction as prescribed in the constitutions of this body, or their successors in title.

DELEGATION OF POWER

With the permission of the FIA, FIM and CIK, MSA has the right to delegate the whole or part of its sporting powers to another or several other clubs. MSA may withdraw such delegation at its discretion.

That the powers granted to it may be exercised in a fair and equitable manner, MSA has drawn up these rules, known as the "*General Competition Rules*", hereafter referred to as the GCRs, which generally conform to the Codes of the FIA, CIK and FIM.

SO THAT THE ABOVE POWERS MAY BE EXERCISED IN A FAIR AND EQUITABLE MANNER MSA HAS DRAWN UP THE PRESENT GCRs AND SSRs. THE PURPOSE OF THESE GCRs AND SSRs AND THEIR APPENDICES IS TO ENCOURAGE AND FACILITATE MOTORSPORT IN SOUTH AFRICA. THEY WILL NEVER BE ENFORCED SO AS TO PREVENT OR IMPEDE A COMPETITION OR THE PARTICIPATION OF A COMPETITOR, SAVE WHERE MSA CONCLUDES THAT THIS IS NECESSARY FOR THE SAFE, FAIR, OR ORDERLY CONDUCT OF MOTORSPORT IN SOUTH AFRICA.

INTERPRETATION

IN THESE RULES, UNLESS INCONSISTENT WITH OR OTHERWISE INDICATED BY THE CONTEXT:

GCR

1. **"GCRs"** (General Competition Rules) means the rules as contained herein together with all Appendices.
2. **RESERVED.**
3. **"MSA"** means Motorsport South Africa.
4. **"MSA IMS"** means Motorsport South Africa Integrated Management System
5. **RESERVED.**

6. **"ASN"** (Autorité Sportive Nationale) means a National Sporting Authority or other National body recognised by the FIA as sole holder of sporting power in a country.
7. **"FMN"** (Fédération Motocycliste Nationale) means a National Motorcycle Federation or other National body recognised by the FIM as the sole holder of sporting power in the country.
8. **"FIA"** means the Fédération Internationale de l'Automobile, which is the sole international authority entitled to make and enforce regulations for the encouragement and control of automobile competitions and records through the FIA World Motorsport Council.
9. **"FIM"** means the Fédération Internationale de Motocyclisme, which is the supreme and sole international authority empowered to control international motorcycling activities organised throughout the world.
10. **"CIK"** (Commission Internationale de Karting) means a specialised commission of the FIA responsible for the autonomous organisational details, running and administration of, inter alia, international karting competitions.
11. **"CSI"** (Code Sportive Internationale) means the International Sporting Code (including appendices) of the FIA and FIM respectively.
12.
 - i) **"SASCOC"** means the South African Sports Confederation and Olympic Committee.
 - ii) **"WADA"** means the World Anti-Doping Agency.
 - iii) **"SAIDS"** means the South African Institute for Drug Free Sport.
 - iv) **"SRSA"** means Sport and Recreation South Africa
13. **"THE TERRITORY OF MSA"** means the Republic of South Africa, Lesotho and Swaziland.
14. **"SSRs"** means the Standing Supplementary Regulations issued by MSA.
15. **"ORGANISING PERMIT"** means written authority to organise and hold a competition, granted and issued by MSA.
16. **"SRs"** means Supplementary Regulations that a promoter or organiser of a competition is obliged to issue.
17. **"OFFICIAL NOTICE/S"** means a notice attached to an official notice board or via a virtual notice board, which has been signed by the Clerk of the Course and/or Steward and which, inter alia, contains details of the date on which such notice was signed, the time at which such notice was signed, and the date and time at which such notice was attached to an official notice board or via a virtual notice board. At circuits, **it is recommended that** the official notice board have a lockable glass front.
18. **"PROGRAMME"** means an official document that an organiser and/or promoter is obliged to issue prior to a competition, which contains, inter alia, details listed in GCR 90.
19. **"COMPETITOR"** means any person or body whose entry is accepted for, or who competes in any competition, whether as an entrant, driver, co-driver, navigator, or rider, provided that, where any person so involved is a minor, the natural parent, step-parent, adoptive parent or court-appointed legal guardian of such minor will be deemed to be the competitor for purposes of the motorsport regulations. References to competitor include entrant (where applicable) and vice versa.
20. **"LICENCE"** means the written authority given by MSA to:
 - i) Any competitor to participate in, or to take part in, in any capacity whatsoever, in any competition, and
 - ii) Any official to officiate in any capacity whatsoever, in any competition.

21. **"DRIVER/RIDER"** means any person who drives/rides any vehicle in a competition and who is in possession of a licence. References to drivers include riders (where applicable) and viceversa.
22. **"ENTRANT"** means any person, persons or body who enters a vehicle in a competition and who is in possession of a Licence. In the case of minors, the parent, step-parent, adoptive parent or court-appointed legal guardian is automatically deemed to be the entrant, and they shall not be required to be in possession of a licence separate to that of their minor child. Should the aforementioned or legal guardian not be willing or able to act as the entrant for his or her minor child, they shall advise MSA accordingly and nominate an alternative entrant to act on their behalf. Any such alternative entrant for a minor driver/rider must hold an entrant's licence issued by MSA and, unless MSA has granted specific written approval to the contrary following a formal request, such alternative entrant may only represent one (1) minor driver/rider.
23. **RESERVED**
24. **"NATIONALITY"** means the nationality of a competitor, who, for the purpose of these rules, shall be deemed to be a national of the country of the ASN or FMN, which issued his Licence. In the event however, of a competitor participating in a World Championship event organised under the auspices of the FIA, CIK and FIM a competitor shall in these circumstances be deemed to be a national of the country who issued his passport and/or travel document.
25. **"SOUTH AFRICAN NATIONAL"** means the holder of a South African Passport.
26. **"CORPORATE MEMBER"** means anybody recognised by and affiliated to MSA as a club or association, associate member, company and/or closed corporation, and registered as such.
27. **"REGISTERED MEMBER OF A CLUB/ASSOCIATION"** means any person whose name has been inscribed in the register or other official documents of the club/association.
28. **"DAY"** means any working day and any working day shall be included in the computation of any time expressed in days in these rules.
29. **"CIRCUIT"** means a permanent or temporary track **approved** by MSA, to utilise such track for any MSA competition or record. For the purposes of this definition, the pit lane is deemed to be part of the circuit.
30. **"CIRCUIT LICENCE"** means the written authority issued by FIA, CIK, FIM or MSA permitting competitions to be held at a given circuit.
31. **"START"** means that moment in time when the authorised official authorises a competition to commence.
32. **"STARTER"** means a competitor authorised to start a competition.
33. **"CONTROL LINE"** means a line by reference to which a vehicle is timed or its performance in a competition is determined.
34. **"STARTING LINE"** means the first control line on a circuit/route.
35. **"FINISH LINE"** means the last control line on a circuit/route.
36. **"VISA/STARTING PERMISSION"** means the written authority given by an ASN or FMN for a competitor to compete in an International event.

37. **"CYLINDER VOLUME"** means the volume generated by a cylinder/cylinders by the upward or downward movement of the piston/pistons. Such volume is expressed in cm³ and for all calculations relating to cylinder capacity, the symbol 'p' will be regarded as equivalent to 3.1416.
38. **"VEHICLE"** means the term for automobiles and/or motorcycles in these regulations:
- i) **Land Vehicle:**
Vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.
Automobile:
A land vehicle propelled by its own means running on at least four (4) wheels not aligned, which must always be in contact with the ground, the steering must be ensured by at least two (2) of the wheels, and the propulsion by at least two (2) of the wheels.
Special Vehicles:
Vehicles on at least four (4) wheels which are propelled otherwise than through their wheels.
Ground Effect Vehicle:
Vehicles whose bearing on the ground is maintained by means of a pressurised air cushion.
 - ii) **"Motorcycle"** means all vehicles having less than four (4) wheels, except in the case of quads (**which are also deemed to be motorcycles**), propelled by an engine and designed essentially for the carriage of one or more persons of which one is the driver of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances. Further, in order to traverse certain surfaces one or all of the wheels can be replaced with skis, rollers or chains.
39. **"COMPETITION"** means an event in which a vehicle/s take part, and which has a competitive nature irrespective of whether results are announced and/or published or not.
40. **"EVENT"** means a single competition comprising of a race / races / heats / sections / **practice / qualifying** that is completed at a meeting.
41. **"SERIES"** means a competition comprising of more than one (1) event and in which each event is organised in terms of the same SRs and SSRs.
42. **"MEETING"** means a competition during which different classes of vehicles compete in separate events.
43. **"TEST"** means a competition in which each competitor, prior to the commencement of the competition, selects the time for carrying out competitions within a period fixed by the SRs applicable to such competition.
44. **"A NATIONAL CHAMPIONSHIP"** means several events run in at least four (4) different provinces, subject to there being suitable venues and infrastructure available. MSA may, at its sole discretion and if so, warranted by circumstances in specific instances, reduce the number of provinces in which events are required to be run to constitute a National Championship.
45. **"CERTIFIED TRIAL"** means a test carried out under conditions approved by MSA and under the supervision of persons appointed by MSA and the results of which are certified in writing by MSA as being correct.
46. **"HANDICAP"** means a competition in which the SRs made applicable to such competition, seeks to equalise the ability of each competitor in such competition to win such competition.
47. **"SPORTING RALLIES"** means road events with an imposed average speed, which are entirely or partly run on roads open to normal traffic.

A "rally" is constituted either by a single itinerary, which must be followed by all vehicles, or by several itineraries converging on a common rally point fixed beforehand and followed or not by a common itinerary. The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together are, as a general rule, determining for the general classification of the rally. The itineraries which are not used for special stages are called "road sections". International sporting rallies must be entered on the International sporting calendar in the section "rallies". Permanent or semi-permanent circuits must not constitute more than 10% of the total distance of the special stages of an International sporting rally.

48. **"MARATHON RALLIES"** means rallies accepting the participation of non-homologated vehicles. Marathon rallies entered on the International sporting calendar should have an itinerary of a total length of more than 900 km and shall comply with the sporting and technical regulations drawn up by the FIA for this type of event. Marathon Rallies are known as off-road races in South Africa and do not comply with the sporting and technical regulations of the FIA, and may be less than 900 km in length. The events are usually run as rallies on a special stage basis from beginning to end.
49. **"TOURING ASSEMBLIES"** means rallies organised with the sole aim of assembling participants at a point decided beforehand. To separate them from sporting rallies, their regulations must be endorsed "touring assembly". Their itinerary may be compulsory, but no average speed can be enforced.
50. **"KARTING"** means a competition in which karts compete in terms of the regulations and specifications contained in the Karting **SSRs**.
51. **"MOTORCYCLE COMPETITIONS"** means a competition in which motorcycles compete in terms of the regulations and specifications contained in the **SSRs applicable to the relevant motorcycle categories**.
52. **"DRAG RACES/RACING"** means an acceleration competition between **one (1)** or two (2) vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.
53. **"CIRCUIT RACING"** means a competition on a closed circuit between two (2) or more vehicles competing at the same time on the same circuit in which speed or distance covered in a given time determines the winner of the competition.
54. **"SPEED EVENT"** means a competition in which a vehicle's performance is judged by timing its progress over a given distance or by the distance covered by the vehicle in a given time. The term "speed event" will also include hill climbs, sprints, rallycross, autocross, slalom, record attempts and other similar competitions.
55. **"CLASSIFICATION"** means the grouping of vehicles by their engine capacity or by some other means of distinction.
56. **"FULL INTERNATIONAL COMPETITION/EVENT"** means a competition in which entrants and drivers/riders of various nationalities, including FIA "A"-classified entrants and Super Licence holders and drivers and riders who are holders of FIM World Championship or FIM International Licences, are permitted to compete.
57. **"INTERNATIONAL COMPETITION/EVENT"** means a competition/event inscribed on the International calendar of the FIA, CIK, FIM or FIM AFRICA open to the holders of an International licence appropriate to the event. In the case of competitors who do not hold an International licence issued by MSA, they must hold an International licence issued by another ASN/FMN together with written permission (Motorsport Visa) from that ASN/FMN to participate in the specific International event concerned.

58. i) **"NATIONAL CHAMPIONSHIP COMPETITION/EVENT"** means an event inscribed on the MSA sporting calendar as a qualifying event for a South African National Championship, open to any holder of a MSA Licence appropriate to the event, and who is otherwise eligible to compete in it. The minimum licence requirement is a National licence.
- ii) **"INTERPROVINCIAL / NATIONAL CHALLENGE COMPETITION/EVENT"** means an event inscribed on the MSA sporting calendar as **a qualifying event for an Interprovincial / National Challenge Series**. The events shall take place in at least three (3) different provinces. **MSA may, at its sole discretion and if so warranted by circumstances in specific instances, reduce the number of provinces in which events are required to be run to constitute an Interprovincial / National Challenge Series**. The National Challenge nomenclature is reserved for circuit racing only, with all similar events/Series for other forms of motorsport being referred to as Interprovincial Challenge. The minimum licence requirement is a Regional licence.
59. **RESERVED**
60. i) **"REGIONAL CHAMPIONSHIP SERIES"** means a Regional Championship in respect of which the minimum requirements shall be determined by the region concerned and which may generally allow the inter-participation of a maximum of two (2) regions (**region concerned plus one other**). MSA ManCom shall have the right to increase the number of regions permitted to take part, following a written application and in consultation with the MSA Regional Committee/s concerned (where applicable). Drivers/riders normally resident outside of South Africa's borders but who wish to take part in MSA Regional Championship events shall be required to obtain prior approval from MSA ManCom, acting in consultation with the MSA Regional Committee/s concerned (where applicable).
- ii) **"REGIONAL EVENT"** means a Regional event inscribed as such on the MSA Calendar or on a Regional sporting calendar of MSA, open only to licence holders in the region inscribing the event or with the permission of MSA, to licence holders domiciled in one (1) additional region.
- iii) **"RESTRICTED COMPETITION/EVENT"** means an International competition or National competition in respect of which an entrant or driver is obliged to comply with specific requirements. Without limiting the generality of the foregoing, a restricted competition shall mean a competition in respect of which a driver or entrant is invited to participate, or which is restricted to vehicles of a particular make.
- iv) **"CLUB COMPETITION/EVENT"** means an event inscribed as such on the MSA calendar open only to licence holders domiciled in the region inscribing the event.
61. **"CLOSED COMPETITION/EVENT"** means a competition in respect of which a club permits only members thereof to compete. Members of other clubs may be permitted to compete, provided however, that such participation is authorised by MSA and specified in the supplementary regulations issued for the event in question.
62. **"FORCE MAJEURE"** means only a situation unrelated to a promoter's financial or contractual involvement. For example, the refusal of authorities to hold an event because of a state of political unrest or petrol being unobtainable or widespread floods, or an earthquake, may be considered as "force majeure". A financial reason such as refusal of a subsidy or the withdrawal of a sponsor is not "force majeure".
63. A reference to the singular includes the plural and vice versa
A reference to natural persons includes legal persons and vice versa
A reference to gender includes other genders and vice versa
A reference to a parent includes both parents and vice versa

Clause headings in these rules have been inserted for convenience only and shall not be taken into account in its interpretation.

- 64.** Words and expressions defined in any of these rules, the SSRs and the SRs for the purpose of the rule, bear the meaning assigned to such words and expressions in that rule.

PART II

ADMINISTRATION OF RULES

GCR**65. INTERPRETATION OF RULES**

MSA shall be empowered to decide upon any questions raised within its territory concerning the interpretation of the CSIs (see GCR 11) and these rules, subject to the right of appeal (if any) under GCR 215.

66. EXERCISE OF THE POWERS OF MSA

- i) The sporting power delegated to MSA by the FIA, CIK and FIM shall cause MSA to constitute appropriate bodies to exercise the executive and judicial powers and functions under these rules in accordance with the MSA Memorandum of Incorporation and in terms of the sporting codes of the FIA, CIK and FIM.
- ii) Such judicial powers and functions (such as the hearing of appeals or the determination of the penalty to be inflicted for a breach of these rules) may be delegated to a court consisting of not less than three (3) persons appointed by MSA (subject to the provisions of GCR 212). The exercise of such judicial powers and functions shall be final and not subject to review except on appeal in accordance with these rules. Appeals shall be directed to MSA following the decision of an MSA Court of Appeal to its National Court of Appeal. No person shall act in a judicial capacity if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question as a member of a previous Court, or if he is directly or indirectly concerned in such matter. No person shall, however, be disqualified from acting in a judicial capacity by virtue of having participated in a decision to convene a Court.

67. ALTERATION OF RULES

MSA shall be entitled in its sole and absolute discretion to add to, amend, repeal or substitute any GCR, SSR or SR. Any such alteration of rules shall be notified by an official MSA circular and/or via publication in an updated set of regulations, which reflects the effective date/s of the amendment/s made. (see also GCR 70 (iii)). Any alteration of rules, **irrespective** of the status of the category/competition/Championship to which it applies, shall only take effect seven (7) days after publication unless MSA at its sole discretion agrees that shorter notice is both appropriate and reasonable. In such cases, the shorter notice agreed to by MSA shall be confirmed in the official circular or updated set of regulations issued.

68. NOTICES

- i) Any communications required under these rules are to be made to MSA and shall be addressed to the Chief Executive Officer, or to such other addresses as may be duly notified from time to time.
- ii) Any communication required to be sent under these rules will be addressed to the respective person(s)/ body as follows and be delivered or e-mailed. Any e-mail communications shall be deemed to have reached the addressee within forty-eight (48) hours. It is the responsibility of all MSA Licence holders (including officials), clubs, promoters and organisers, to immediately advise MSA in writing of any change of contact details.
 - a) An Appellant: To the address given on the notice of appeal.
 - b) A licenced competitor or official (not being an appellant): To the address given on his entry form or his licence application form.
 - c) A promoter, organising committee, secretary (or member) or other unlicenced official (not being an appellant): To the address given on the permit application, or that given in the SRs for the event.

PART III

RIGHTS TO ORGANISE, PERMISSIONS, APPROVALS AND PERMITS

GCR

69. RECOGNITION OF NATIONAL AND LOCAL AUTHORITIES

All International and National competitions must be organised in conformity with the relevant Codes and their Appendices, as well as, the Prescriptions and Regulations pertaining to the individual competitions, and the laws of the territory in which the competitions take place.

A competition may be held either on a road or on a track or on both, but no permits shall be granted by MSA for a competition unless the promoters have first obtained such official permission as may be necessary from the competent and/or local authorities. Unless permission has been obtained to close the road concerned, competitions taking place on any public road must conform to the traffic laws of the province/territory in which they take place. Any breach of such laws by a competitor during a competition shall be a breach of these rules and may be dealt with accordingly.

70. RIGHT TO ORGANISE

a) Competitions may only be organised in the territory of MSA by:

- i) MSA itself; or
- ii) Other clubs, organisers or promoters approved by MSA, who may delegate their powers and duties to an organising committee. Such delegation shall not, however, affect the ultimate responsibility of the promoting body.

b) Competitions are governed by:

- i) the GCRs of MSA;
- ii) the appropriate sections of SSRs;
- iii) any instructions issued from time to time in MSA circulars or bulletins;
- iv) the SRs;
- v) the official instructions issued on certain events (see GCR 17);
- vi) the final instructions issued to competitors which form an addendum to the SRs;
- vii) the regulations and specifications issued or approved by MSA for specific types of vehicles, or events;
- viii) any instructions issued by MSA in writing;
- ix) the laws of the territory in which the competition takes place;
- x) the CSIs of the FIA, CIK or FIM (where applicable for International events).

71. PROMOTERS

Any person, club or body (other than an organising committee) proposing to hold, holding or organising a meeting and being financially responsible for the competition. Promoters may delegate their powers and duties to an organising committee. Such delegation shall, however, not affect the ultimate responsibility of the promoters (see Part VI).

72. ORGANISERS

The club or body responsible for complying with the MSA **GCRs and applicable** regulations in respect of a competition/event.

73. ORGANISING COMMITTEE

A committee of at least three (3) persons approved by MSA and authorised by the promoters to organise a meeting and to enforce the SRs on their behalf.

Where an organising committee is appointed to act on behalf of promoters, such organising committee shall take the place of the promoters for the purpose of these rules, provided that the promoters shall be responsible for the acts and omissions of such organising committee as if such acts and omissions were their own.

74. SPONSOR

A person or body making a contribution financially or in kind towards the promotion of a competition.

75. NECESSARY PERMISSION AND APPROVAL

No competition shall be held within its territory, unless MSA has signified its approval by granting an organising permit, or has waived the necessity of an organising permit, or the competition is of a kind in respect of which MSA has granted a general waiver of permit (see GCR 77).

76. UNSANCTIONED COMPETITIONS (see also GCR 174)

Any competition, or element of a competition, that is organised and/or held within the territory of MSA and for which MSA has not issued a permit, or waiver of permit, shall be deemed by MSA to be an unsanctioned event. MSA shall assume no responsibility or liability whatsoever in connection with any such event. MSA furthermore, reserves the right to take action against any individual or entity with a MSA connection or affiliation that takes part in, or otherwise associates themselves/itself, with any such unsanctioned event if their involvement is deemed contrary to the interests of MSA or motorsport in general. Any competition, or element of a competition, for which the necessary government, administrative or private authorisation has not been obtained, shall likewise be deemed by MSA to be an unsanctioned competition. **Where an event is held under the auspices of MSA, the entire event and all competitions, category, and classes forming part thereof shall fall under MSA's authority, control, and jurisdiction. Partial or selective MSA sanctioning of individual categories or elements within an event shall not be permitted. The sole exception being for International FIM events, at the sole discretion of MSA.**

77. WAIVER OF NECESSARY PERMITS

Following written application, MSA may waive the necessity of organising permits for individual specific events (generally closed events). The organisation of competitions under such waiver shall be subject to whatever conditions MSA shall from time to time announce, and the waiver may be revoked at any time either generally or in respect of a particular club or proposed competition, without giving a reason.

78. APPLICATION FOR AN ORGANISING PERMIT (see also GCR 87)

Every application for an organising permit shall be **made using the MSA IMS and be** accompanied (where applicable) by the appropriate fees **supplied by MSA**. The **online** application must be lodged with MSA at least six (6) weeks before the date of the proposed competition/event, and **shall include** :

- i) the name and address of the applicant;
- ii) the body on whose behalf the application is made and the official position held by the applicant;
- iii) the nature of the competition for which the permit is required;
- iv) the date and place of the proposed competition.

By applying for, and accepting, an event organising permit from Motorsport South Africa, an event organiser is deemed to comply, and/or confirms having complied, with the Safety at Sport and Recreational Events Act 2 of 2010.

Motivation for waiver of permits shall be submitted in writing, giving adequate reasons for the application and full details of the competition or event concerned. **Application shall be made using the MSA IMS** at least six (6) weeks before the date of the proposed competition / event.

NOTE: SRs must not be issued to competitors in draft form but only after approval by MSA, reflecting the permit number issued for such event by MSA. Failure to comply with this requirement will result in MSA taking action against the club and/or promoter. Promoters / Organisers / Secretaries of a race meeting may not open entries prior to receiving the relevant permit for the event in question.

Should it be found that entries have opened prior to the permit been issued will incur a penalty of a fine not exceeding R5 000.

79. APPLICATION FOR A TRACK/CIRCUIT APPROVAL

In the case of an application for a permit to hold a race meeting or speed event on a track or circuit which is not already approved by MSA, an application for approval of the track or circuit must be made to MSA at least three (3) months before the proposed competition. The application must be accompanied by a plan to scale of not less than 1:500. This plan shall give details of the course, proposed positions of ambulances, details of safety arrangements and organisational infrastructure together with proposed positions of the spectators.

80. ISSUE OF AN ORGANISING PERMIT

The draft copy of the SRs (corrected if necessary) will be returned with the organising permit. Permits for International events will only be issued for events inscribed on an International calendar and only after the full inscription and **MSA permit fees have been paid, the quantum of which is determined at the sole discretion of MSA.**

For any International event, an Organiser Agreement detailing the obligations and responsibilities (including the payment of the abovementioned fees) associated with the event, must be in place and duly signed by both the Organiser and MSA. This agreement must be concluded (signed) prior to approval of the SRs and the issuing of the MSA organising permit.

81. APPLICATION FOR CALENDAR DATES

A promoter or organiser must apply for inscription during the calendar year preceding the calendar year in which the event will take place.

In the case of applications relating to International events, the promoter or club must satisfy MSA that it has the necessary resources to stage the meeting, competition or event. A financial guarantee may be called for in this regard. All applications to stage International events shall be submitted to MSA for necessary approval and must allow sufficient time for all necessary requirements such as circuit approvals and compliance with applicable government legislation.

82. INSURANCE

- i) MSA shall arrange public liability insurance cover on behalf of promoters/organisers in respect of all competitions or events, **including International events**, for which permits are issued within its territory or for competitions or events held outside of its territory run under permit issued by MSA, or for events for which a waiver of permit has been granted.
- ii) MSA may, at its sole discretion, arrange personal accident cover for all licenced officials provided the names of the officials and their duties are **listed on the SRs or a list of names is provided to MSA at least three (3) working days** before the competition or event is held.

83. COMMERCIAL RIGHTS (INCLUDING ADVERTISING RIGHTS)

- i) All commercial rights pertaining to any SA and/or MSA Championship, Challenge, Trophy, Cup, Series or event shall be vested in MSA. These rights shall include but not be limited to naming rights, the right to sell sponsorships, television, radio, electronic and/or other media rights, and royalties.
- ii) Without written consent from MSA, none of the rights referred to in i) above may be commercially exploited by the sale or barter thereof, or in any manner whatsoever, by anyone.
- iii) Where MSA has entered into an agreement in respect of the commercial rights to an event or Series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party with whom MSA has entered into the aforementioned commercial rights agreement. The organisers must avoid any potential conflict by ascertaining from MSA (in writing) at least seven (7) working days before the event, whether any potential conflict may arise as a result of an organiser/sponsor involvement.

All event Organisers, Commissions, Panels, Regional Committees, Working Groups, Management Groups and Officials must respect the provisions of this GCR.

PART IV

DOCUMENTS, DECLARATIONS, SUPPLEMENTARY REGULATIONS & ENTRIES

GCR

84. OFFICIAL DOCUMENTS

The following shall be published prior to the receipt of entries:

- i) MSA approved SRs for the competition or various competitions forming part of a meeting. These shall conform to and not conflict with the relevant CSIs (where applicable), GCRs, SSRs and any official communications issued by MSA;
- ii) a draft timetable;
- iii) an entry form complying with GCRs 91, 92 and 93.

85. LOGOS FOR INTERNATIONAL AND NATIONAL COMPETITIONS

In a conspicuous position on the outer front cover or the front page of the SRs and programme, insert the following logos:

- i) In the case of International competitions held under the sporting code of the FIA, a FIA logo together with that of MSA.
- ii) In the case of International competitions held under the sporting code of the FIM, a FIM logo together with that of MSA.
- iii) In the case of National competitions held under the permit of MSA, a MSA logo
- iv) FIA, FIM and MSA logos are available from MSA.
- v) **The use of the MSA logo (and any variant thereof) on all clothing, apparel, merchandise, promotional materials, signage or advertising must receive prior written approval from MSA. The logo must be used in accordance with MSA's graphic identity guidelines, without alteration of colour, font, proportions or placement. Any unauthorised usage may result in penalties (Refer GCR 173).**
- vi) **Failure to display MSA authorised FIA, FIM or MSA logos where applicable may result in penalties (Refer GCR 173).**

86. ANNOUNCEMENTS TO BE MADE ON OFFICIAL DOCUMENTS

Supplementary regulations, programmes and **online entry/entry** forms relating to any competition shall bear in a conspicuous position the following paragraph: "Held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa and these Supplementary Regulations, Permit No_."

87. CONTENTS OF THE SUPPLEMENTARY REGULATIONS

The SRs shall **include** (in so far as may be appropriate to the event to which they relate) the following information:

- i) The name, status and nature of the proposed competition/s;
- ii) the permit number;
- iii) the name and address of the promoters;
- iv) the name and address of the organisers and/or organising committee;
- v) the obligatory announcement in accordance with GCR 86;
- vi) the place and date of the competition/s;
- vii) a full description of the competition/s including length and direction of course, fuel and categories of vehicles eligible;
- viii) comprehensive information concerning practice and race times, as well as the time and place for the drivers' briefing and details of penalties, if any, for non-attendance;
- ix) the dates, times and nature of starts, with details of handicapping where applicable;
- x) a reminder of such of these rules as may be particularly applicable to the competition, and also in regard to licence requirements and signals to be used;

- xi) the manner in which the results will be determined and prizes awarded;
- xii) a detailed list of prizes and financial awards allocated to each competition;
- xiii) a reminder of the rules concerning protests;
- xiv) the names of the Stewards of the Meeting and the Clerk of Course with his/her grade and licence number, as well as the names of all other senior officials such as the, Chief Medical Officer/Co-ordinator, Technical Consultant/s (where applicable), Chief Scrutineer and Secretary **of the Meeting**;
- xv) provisions regarding postponement, abandonment or cancellation (see GCR 244);
- xvi) any additional information required on entry forms (see GCR 92);
- xvii) whether the nomination of drivers may be delayed (see GCR 92);
- xviii) how, when (opening and closing dates and times) and where entries shall be submitted (see GCR 104);
- xix) the amount of the entry fee (see GCR 95);
- xx) qualification requirements for drivers;
- xxi) provisions regarding the conditional acceptance of entries;
- xxii) the maximum number of competitors and how entries, if in excess of this number, are to be selected for acceptance (see GCR 101);
- xxiii) the relative positions of the vehicles at the start and how they are to be determined;
- xxiv) whether the eligibility of vehicles will be checked after the competition (see GCR 254);
- xxv) in circuit competitions, how laps are to be timed;
- xxvi) signals to be given for the start (see GCR 262);
- xxvii) the penalty for a false start if other than as prescribed in the GCRs;
- xxviii) if appropriate, that a change of driver is permitted (see GCRs 99 and 152 (viii));
- xxix) provisions as to the replenishment of vehicles;
- xxx) particulars of the identification numbers and marks to be carried;
- xxxi) the facts to be judged by the Judges of Fact (see GCR 162) and the names of the Judges;
- xxxii) the times and dates fixed for the official examination of vehicles;
- xxxiii) all such other requirements and information as may be necessary for the proper conduct of the meeting and as may be specified from time to time in instructions/regulations issued by MSA;
- xxxiv) the name or names of any sponsors of the competition;
- xxxv) any additional regulations required by the particular features of the competition(s).
- xxxvi) clarification as to whether the practice sessions listed are deemed to be official (when MSA's insurance policies are in force) or unofficial (where MSA insurance cover shall only be in force where MSA has granted specific approval to this effect, subject to compliance with the conditions outlined in MSA General Circular **1 of 2026**).
- xxxvii) a provisional program of events.

In drawing up the SRs, organisers will take the following into account:

SSRs shall not be repeated either in whole or in part in any SRs. An organiser who feels it essential to draw attention to any particular SSR shall do so by referring to its number.

88. ALTERATION TO THE SRs

No alteration or addition which can reasonably be deemed to be unfair or prejudicial to parties entered for the relevant event, shall be made to the SRs (except if this relates to the race programme or the list of race officials) after the date listed for the closing of entries unless ALL competitors entered and MSA have agreed IN WRITING to such alteration or addition prior to the start of scrutineering or, after the beginning of documentation, ALL the competitors and the Stewards of the Meeting agree to such alteration or addition, IN WRITING. **(see GCR 70 b (iii))**

89. RESERVED

90. CONTENTS OF THE PROGRAMME

Note: Similar wording should appear on entrance tickets and on signs erected at the entrance to venues and in several prominent places at the venue. These signs shall be in English, Afrikaans and at least one of the other official languages.

Public Indemnity Clause (see below for English, Afrikaans, Xhosa and Zulu versions respectively):

Warning – Motorsport is dangerous

In view of the high speeds attained by the competitors, accidents can happen. The promoters and organisers of this race meeting/event/competition cannot guarantee your safety. You are present at your own risk.

Vrywaring – Motorsport is gevaarlik

Weens die hoë snelhede wat deur deelnemers bereik word, kan ongelukke gebeur. Die promotor's en organiseerders van hierdie byeenkoms kan derhalwe nie die veiligheid van toeskouers waarborg nie. U is teenwoordig op u eie risiko.

Isilumkiso – Ukhuphiswano lwe-moto luyinggozi

Kangangohlobo lokuba abaqgatsi abaqhuba iimoto ngamendu aphakamileyo nengozi zingenzeka. Abaxhasi nabagqugquzeli bolu khuphiswano abanaso isiqinisekiso sokuphepha kuwo wonke umntu ongumbukeli wolu khuphiswano. Ngokuba apha ubomi bakho busengozini.

Isexwayiso – Ngobungozi bomjaho wezimoto

Maqondana nesivini esiba emjahweni wezimoto ingozi ingenzeka kalula. Abagqugquzeli nabahleli balomjaho abanaso isiqinisekiso sokuphepha kwezi bukeli. Ukuphepha kwakho kusezandleni zakho.

91. ENTRIES

- i) An entry is an offer by an intending entrant to enter into a contract with the organiser of an event. It must be signed by the entrant/competitor on the official form and, once accepted, it is a contract which binds the competitor to take part in the competition for which he has entered, and it binds the organiser to fulfil towards the competitor all conditions of the entry, except in the case of established "force majeure".
- ii) **ALTERATIONS TO ENTRY FORM**
All alterations to an entry form must be initialled by the entrant/competitor. Failure by the entrant to comply with the foregoing may result in exclusion or lesser penalty at the discretion of the Stewards of the Meeting.
- iii) **INFORMATION ON ENTRY FORM REGARDING VEHICLE**
A competitor in a scratch event shall not be required to disclose more information in his/her entry than is necessary to identify himself/herself and his/her vehicle and to ensure correct classification. A competitor in a handicap event may be required to disclose every factor which will affect his handicap.
- iv) No vehicle shall be entered under an individual name or a combination of names unless each of the entrants involved, is in possession of a valid competition licence.

92. CONTENTS OF ENTRY FORM

Entry forms shall contain the following:

- i) Spaces for the legal full names and addresses of entrant **and** driver/s, and the licence number/s of the entrant **and** driver/s. SRs may permit the nomination of driver/s **and** rider/s to be deferred, but no driver **or** rider shall compete unless he has first signed the appropriate declaration/s and/or undertaking/s as required by GCR 93;
- ii) Spaces for the signature of the entrant. An entry form may be submitted by an agent on behalf of the entrant but in that case the entrant shall himself sign and submit an entry form as soon as possible and in any case before or at documentation;
- iii) The following statement: *"If a competitor is a minor, this form must be countersigned by the appropriate parent, step-parent, adoptive parent or court appointed legal guardian";*
- iv) a statement in accordance with GCR 86;
- v) any other information required by the SRs.

93. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR

Every entrant and driver/rider/co-driver/navigator shall be deemed to have signed the following declarations and undertakings set out hereunder, when applying for a competition licence from MSA:

- i) "I understand that should I, at the time of an event in which I intend taking part, be suffering from any condition/disability (whether permanent or temporary) which is likely to prejudicially affect my control of my vehicle, I may not take part in the event concerned unless expressly permitted in writing to do so by MSA following the aforementioned declaration of my condition/disability. I further understand that, notwithstanding the issue of a licence to me by MSA it remains my responsibility not to participate in any event where a condition or disability suffered by me, may in any way affect my, or any other person's safety."
- ii) "I declare that, to the best of my belief, I or the rider/driver entered by me, possess the standard of competence necessary to take part in any event entered, and that any vehicle entered will be suitable and race worthy/roadworthy, having regard to the speeds which will be reached."
- iii) "I declare that any vehicle entered by me, will comply with all regulations and specifications pertaining to the event entered/category of motorsport concerned. I accept, subject to my rights of protest and appeal, which action will be taken against me as the entrant and/or driver and/or rider, in accordance with the provisions of MSA's regulations, if my vehicle is found not to comply with the relevant regulations and specifications."
- iv) "I confirm that all safety requirements relating to both the vehicle and those referring to the personal protective equipment and apparel of both driver/rider and navigator/co-driver (where applicable), are fully compliant with the regulations, have not reached their expiry date (where applicable), and have been correctly installed."
- v) "I/we confirm that the vehicle has been inspected by me/us and is in all respects in a proper and safe condition and is fully compliant with all applicable legislation relating to vehicles used on public roads (where applicable)."
- vi) "I/we hereby indemnify, and hold harmless, Motorsport South Africa, the promoters, organisers, all officials, landowners and other persons associated with the event from all consequences which may arise from any failure on our part to diligently undertake the self-scrutiny process required in terms of MSA's regulations and/or any supplementary official circulars."

94. SIGNATORY TO ENTRY FORM

Where a driver/rider has officially been appointed in terms of GCR 113 to act on the entrants behalf, the entrant is not absolved from his responsibility regarding the conduct of the driver/rider or absolved from responsibility regarding the vehicle entered.

However, where a driver/rider not appointed in terms of GCR 113 signs an entry form on behalf of the entrant, he will be deemed to have the authority to act as the representative to the exclusion of the entrant and will assume full responsibility for the vehicle entered.

95. RECEIPT OF ENTRIES

On receipt of an approved copy of the SRs and an organising permit from MSA, the organisers must make the approved regulations and entry form available to prospective entrants in the event. Entries will be accepted up to the closing date specified therein. An entry form which is received incomplete in any material aspect may be accepted by the organisers conditionally upon a properly completed entry form being received by a specified date. Any entry not accompanied by the appropriate entry fee stated in the regulations shall be deemed conditional until such time as the entry fee has been paid. An entry from a foreign competitor shall not be accepted for any event run under a MSA organising permit unless the competitor concerned has satisfied MSA with regard to his/her competition licence and permission to participate granted by his/her home Federation.

96. ENTRY SUBMISSION

Any entry, including those submitted electronically (via e-mail or online), shall be considered a binding intention by the entrant to take part in the event concerned and he/she shall be liable for payment of the relevant entry fee unless the entry is formally withdrawn, **in writing**, within two (2) working days of the closure of entries.

Where an entry is submitted electronically and does not bear the signature/s of the entrant/competitor, the entrant/competitor shall be required to sign the entry form and any other required declaration/undertaking at documentation for the event.

97. ENTRY CONTAINING A FALSE OR INCORRECT STATEMENT

An entry which contains a false or incorrect statement shall be invalid, and the entrant may be deemed guilty of a breach of these rules, and the entry fee may be forfeited. In addition, MSA reserves the right to take any further action it may deem necessary against the entrant, in terms of these regulations.

98. PROMOTERS' RESPONSIBILITY REGARDING ADMINISTRATIVE CHECKING

Administrative checking consists of **the verification** of entrant's and drivers'/riders' licences. For foreign competitors the licences and authorisation (visas/**start permission**) of their ASN or FMN must also be checked. Checking will be the responsibility of the Secretary of the Meeting or the Clerk of the Course and should take place prior to any practice or if there is no practice scheduled, prior to the event.

99. PROMOTERS' POWERS REGARDING ENTRIES (see GCR 95)

Promoters may, at their discretion:

- i) select, accept or refuse entries the latter with the proviso that any refusal of entry shall be on an individual event basis only and the reason for such refusal is made known and is acceptable to MSA (see GCR 100);
- ii) offer a reserve entry to any competitor whose entry is refused;
- iii) waive (in writing) entry fees, or refund them;
- iv) require accepted entries to comply with any specific condition/s before being permitted to start provided that such condition/s are stated in the SRs;
- v) abandon or postpone a competition or class therein if insufficient entries or starters are received, provided that the minimum number of entries or starters is stated in the SRs;
- vi) permit the nomination of a driver/rider to be delayed, always provided that a fully completed entry form is received before the start of the competition;
- vii) with the consent of the Stewards of the Meeting, permit a change of vehicle or driver/rider from those nominated in the official programme or official instructions, on written application being made by the entrant not less than one (1) hour before the start of the competition, provided that:
 - a) a change of only one or the other and not both is permitted;
 - b) no change is permitted if a reserve entrant is available to take the place of the entrant applying for the change;
 - c) the SRs provided for a change of driver (see GCR 152 (viii)).

100. REFUSAL OF ENTRY

If an entry for a competition is refused, notification of such refusal shall be sent to MSA and the entrant at the address given on the entry form so as to arrive in the ordinary course of delivery before the close of entries, or by e-mail within forty-eight (48) hours of receipt of the entry concerned. Such refusal is final (subject to the provisions of GCR 99 (i)) and is not subject to appeal.

101. ACCEPTANCE OF ENTRIES

If the number of entries received exceeds the maximum number of competitors laid down in the SRs those to be accepted shall be selected in the manner specified in the SRs.

If no manner is specified, they shall be selected either by ballot or by the order of their receipt except that in the case of a recognised Championship/Challenge/Series, those competitors in contention shall receive preference.

102. PROMOTERS TO ACKNOWLEDGE ENTRIES

Promoters shall, within seven (7) working days of receipt of an entry, or within two (2) working days after the closing date for entries, whichever is earlier, notify an entrant if his/her entry is:

- i) refused; or
- ii) placed on a list of reserves; or
- iii) held in abeyance for further consideration provided that in this case he/she shall be notified of the final status of his/her entry within two (2) working days after closing of entries.

103. CONDITIONAL ACCEPTANCE OF ENTRIES

SRs may provide that entries may be accepted under certain clearly stated conditions. For instance, where the number of starters is limited, an entry may be accepted conditionally upon a vacancy occurring among entrants already accepted. Conditional acceptance shall be notified to the entrant at the latest on the day following closing of entries.

104. CLOSING OF ENTRIES

The date specified in the SRs for the closing of entries shall, in the case of International meetings, be not less than seven (7) working days and, in the case of other competitions, not less than two (2) working days before the date of the meeting unless MSA, under exceptional circumstances, authorises that entries may be accepted on the day of the meeting.

105. PUBLICATION FORBIDDEN OF NAMES OF UNACCEPTED ENTRIES

The promoters shall not enter in the programme or publish as entered the name of any competitor in respect of whom they have not received, accepted or conditionally accepted an entry or a nomination.

Competitors entered conditionally (see GCR 103) shall be designated as such when entries are published.

106. NOMINATION OF RESERVES

Should any competitor be eliminated in accordance with GCR 101 of these rules, he may be accepted as a reserve provided his prior consent to such a course has been notified in writing to the organisers, who have agreed to this action.

107. MULTIPLE ENTRIES

A vehicle shall not be entered more than once for an event unless, under exceptional circumstances, MSA permits it to be entered twice by different entrants who jointly share responsibilities. The vehicle shall not compete more than once in the event and unless the SRs make allowance for it, no change of driver/rider will be permitted.

108. RESERVED

109. ENTRANT'S RIGHT TO REFUND OF ENTRY FEES

An entrant shall have the right to a refund of his/her entry fee only if:

- i) the entry is refused; or
- ii) the entry is withdrawn in accordance with GCR 110; or
- iii) the entry, as a reserve entry, does not participate in the competition; or
- iv) the competition is cancelled, abandoned or postponed for more than twenty-four (24) hours (see GCR 244); or
- v) a meeting for which a permit is issued includes an unauthorised competition (see GCR 76).

110. ENTRANT'S RIGHT TO WITHDRAW AN ENTRY

- i) An entrant shall have the right to withdraw an entry provided that the promoters are notified accordingly within two (2) working days of the closing of entries.
- ii) An entrant not withdrawing an entry in accordance with i) above may only withdraw the entry with the agreement of the Clerk of the Course. However, once a vehicle has completed the course, it may under no circumstances be withdrawn from the event.
- iii) Once an entry has been withdrawn, it may only be reinstated with the approval of the Clerk of the Course and the Stewards of the Meeting.

111. DISPUTES REGARDING ENTRIES

In the case of a dispute between an entrant and the organisers regarding the acceptance of some other entry prior to the start of scrutineering, MSA shall judge the matter. In such case the fourteen (14) day notice period is not applicable.

Under no circumstances shall an entry judged to have been incorrectly accepted, be permitted to compete in the event pending the hearing of a protest or appeal.

If a protest against the decision of the Clerk of the Course regarding the validity of an entry is lodged with the Stewards of the Meeting after the start of scrutineering, their decision shall be final in this instance.

PART V

ENTRANTS, COMPETITORS AND DRIVERS – THEIR RESPONSIBILITIES, MEDICAL CERTIFICATES & LICENCES

GCR**112. RESERVED****113. ENTRANT**

See GCR 22. In particular entrants shall:

- i) hold the appropriate licence (this may be through their children in the case of minors) issued by their parent ASN or FMN;
- ii) be bound by the provisions of the sporting codes applicable to the event, such agreement being signified by the signature of the holder on the licence;
- iii) sign the entry form and pay the required entry fee after ascertaining that the details thereon are correct;
- iv) before a competition, satisfy themselves as to the eligibility and safety of the vehicle and the competence of its drivers/riders;
- v) ensure that a vehicle is maintained in an eligible and safe condition throughout the competition;
- vi) ensure that a competing vehicle and the drivers are those nominated;
- vii) ensure that only authorised persons are carried in the vehicle;
- viii) be present or represented at documentation;
- ix) understand and accept the full consequences of GCR 93 notwithstanding that the signatory may be the driver or another party authorised by the entrant;
- x) ensure that the vehicle is presented at the correct time and place for official scrutiny, and be in attendance during scrutiny;
- xi) be responsible for the presentation of their competing vehicle to scrutineering insofar as;
 - a) it conforms to the group, category or class and/or regulations governing the event, including any modifications which have been performed on it;
 - b) the vehicle is in a clean and safe condition;
 - c) the competition numbers and sponsor's advertising decals (if any) displayed on it are in accordance with, and that they are positioned as required by, the regulations.
- xii) have the sole right of protest at events;
- xiii) if the entrant is a corporate body, prior to the event, appoint a natural person to represent it at the meeting entered. The person so appointed may be a driver or rider. Such appointment must be in writing and available at the competition and may be for a limited period or for a maximum term of one (1) year. In the absence of any such written appointment, the driver/rider shall automatically be deemed to be the entrant's representative;
- xiv) have the prime responsibility for all acts and omissions of all persons connected with his entry (notably his driver/s, mechanic/s, pit personnel, and service crews) and for ensuring that they comply with the rules and regulations, and be responsible for the payment of any fines levied on such persons.
- xv) ensure that they sign on at documentation with his driver / rider, in order to formalise their legal standing at the event in question.

114. ENTRANT'S REPRESENTATIVE

See GCR 22. In the absence of a separate entrant, the nominated driver (or his/her parent/legal guardian), or the first nominated driver (or his/her parent/legal guardian) in the case of more than one driver, shall be deemed to be the representative of the entrant and shall assume the applicable duties and responsibilities.

115. ENTRANT RESPONSIBLE FOR HIS REPRESENTATIVE

Notwithstanding the foregoing, an entrant is held responsible for any misdemeanour of a driver acting as his/her representative and, with the driver, is liable to penalty.

116. INDIVIDUAL RESPONSIBILITY

All persons who during a competition are connected with an entry are not absolved from their individual responsibility under any relevant regulations because of the responsibilities assumed by the entrant or his/her representative.

117. RIGHTS OF ENTRANTS

See GCRs 109 and 110.

118. CONSUMPTION OF ALCOHOL (*applicable to competitors and related persons*)

It is forbidden for any competitor to consume alcohol while taking part in an event, or in the time period between a competitor completing an event and the relevant race officials at the event giving a decision on any protest and/or appeal that he/she may have lodged. Offenders shall be excluded from the event and shall be reported to MSA for possible further action. Likewise, action may be taken against any competitor where persons associated with him/her cause unnecessary problems for the race officials as a result of being under the influence of alcohol. **Refer to Appendix L**

119. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR

See GCRs 93 and 94.

120. ENTRANTS AND COMPETITORS FORBIDDEN TO ABANDON A COMPETITION OR TO ABANDON ONE COMPETITION AND COMPETE IN ANOTHER

Any competitor having entered, or any driver having undertaken to drive in any competition, who does not take part in the competition or who takes part in another competition on the same day or at some other place, shall be suspended (temporary withdrawal of licence) as from the beginning of the latter competition for such time as MSA considers fit. If the two (2) competitions take place in different countries, MSA and the other ASN or FMN concerned shall agree as to the term of suspension and in default of such agreement the question shall be referred to the FIA, CIK or the FIM whose decision thereon shall be final.

121. RESPONSIBILITY OF COMPETITORS

Competitors must be aware of the articles, rules and regulations governing the competition they are entered in. In particular they:

- i) must hold a licence of the correct grade for the competition entered. This licence must be available at all times during the competition;
- ii) must, if required, have passed a medical examination prior to issue of the above licence;
- iii) must present in person their licence at scrutineering or documentation prior to the event;
- iv) must wear the required protective clothing approved for the competition entered;
- v) must decline to compete in a vehicle which they know to be ineligible for the competition entered;
- vi) must not enter more than one (1) meeting on any one date unless they hold the permission of the ASN or FMN concerned;

- vii) **must be aware that they may only enter, or be entered for, competitions in countries other than that which issued their licence if:**
 - a) they have the written approval of their own ASN or FMN;
 - b) the event is listed on the International sporting calendar;
- viii) must at all times obey the instructions of an authorised official of the meeting, taking any disputes with such officials to the Clerk of the Course;
- ix) must be present at any meetings or briefings where this is required by the regulations or by the Stewards of the Meeting. They must also be present, unless by prior agreement with the organisers, at any prize-giving or ceremony where their presence is required by the regulations;
- x) may only drive in circuit races and speed events on tracks approved by the FIA, the CIK, the FIM or MSA;
- xi) may only compete in competitions which have been approved by MSA by the issue of an organising permit. Participation in events not authorised by the ASN or FMN in whose country the event takes place will invoke the strongest disciplinary measures;
- xii) must be aware of the contents of these regulations and in particular of the driving conduct required for the event entered;
- xiii) must agree to be bound by these regulations, such agreement being signified by the signature of the holder on the licence application form;
- xiv) must not have prior knowledge of the route to be followed in rallies, trials, off-road, enduro or similar events, unless permission has been obtained from MSA for competitors to have prior knowledge.

122. ACQUAINTANCE WITH AND SUBMISSION TO THE RULES

Every person, group of persons, etc., organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit, or by and upon applying for a licence from MSA or by and upon entering for a competition, be deemed to have and recognise that they have:

- i) made themselves acquainted with these rules;
- ii) submitted themselves, without reserve, to the consequences resulting from these rules and any subsequent alteration thereof and agreed to pay as liquidated damages any fines or costs imposed upon them **(Refer GCR 173)**
- iii) renounced, under pain of disqualification (see GCR 186) the right to have recourse except with the written consent of MSA to any arbitrator or tribunal not provided for in these rules;
- iii) agreed to exonerate and keep indemnified the promoters, MSA and its respective directors, employees, officials, their servants, agents and representatives from and against all liability whatsoever to any such person or body or group of persons respectively in respect of or in connection with any meeting, competition or event held under these rules from whatsoever cause arising or alleged to have arisen;
- iv) in the case of competitors (whether entrants **or** drivers) in competitions, agreed to exonerate and keep indemnified all other competitors, their servants or agents from and against all liability whatsoever to such entrants, vehicle owners or possessors, driver, co-drivers or passengers in connection with the driving of their vehicles or any other act, omission or occurrence during the course of a race or official practice therefor;
- v) agreed as set out in sub-paragraph iv) and v) of this rule with each and all the persons and bodies referred to in those sub-paragraphs so that each and any of these persons and bodies shall be entitled to the benefit of such agreements;
- vi) agreed to be examined by a Doping Control/Alcohol Control Officer prior, to, during or following a motor sporting event/meeting or competition, further agreed to allow a sample of blood and/or urine to be taken for laboratory analysis by the Doping Control/Alcohol Control Officer concerned, to determine the presence or otherwise of alcohol or prohibited drugs as listed in the MSA Anti-Doping Code in accordance with the procedures for testing as prescribed by WADA and contained in the MSA Anti-Doping Code – **Refer Appendix L;**

- vii) fully accepted that, should the analysis of the samples taken reveal the presence of alcohol or drugs, or the refusal to allow samples of blood and/or urine to be taken, will result in MSA taking disciplinary action as envisaged in its Anti-Doping Code - as prescribed by WADA.

123. SMOKING IN PROHIBITED AREAS

Smoking is strictly forbidden inside the pits, on pit lane and on the pit wall. It is also forbidden in the vicinity of fuel or other flammable liquids / materials. Offenders may be penalised by race officials.

124. CAMERAS AND RECORDING DEVICES

No camera or recording device may be fitted to the crash helmet or anywhere on the body of any competitor. Offenders shall not be permitted to take part in the event until such time as the area of non-compliance is rectified.

125. LICENCES ISSUED BY MSA

- i) International, National, Regional, Club and Social licences for **competitors**
- ii) Entrants' Licences;
- iii) Officials' Licences;
- iv) One event Licences applicable to and valid for only those categories and specific status of events. There is no credit for One Event Licences issued when upgrading to an annual licence.

Licences shall be in the form chosen by MSA. The **licence applies to** a specific status and category of sporting events. Unless **the licence is** of International status, the **licence** will be restricted to **be** used in the territory of MSA and will not be valid for **any** International events.

126. REGISTRATION OF ENTRANTS AND COMPETITORS

Any person, in order to qualify as an entrant **and/or competitor**, must be the holder of a licence for which a formal application **shall be made via the MSA IMS**.

127. GRANT OF LICENCE

A) MSA shall be entitled to grant licences to:

- i) Nationals of the Republic of South Africa;
- ii) Nationals of any other country represented on the FIA, CIK or the FIM after receiving authority from the ASN or FMN of the country(ies) to do so;
- iii) Nationals of countries not represented on the FIA, CIK or the FIM provided the FIA/CIK/FIM is informed and makes no objection to the grant of any such licence;
- iv) Political refugees.

B) The granting of a competition licence by MSA shall be conditional, where applicable, upon the applicant at the time of the application satisfying MSA:

- i) that he/she is the holder of a current driver's licence (or a learner's licence in the case of navigators) valid in the territory of MSA; or
- ii) that he/she has habitually driven motor vehicles outside the territory of MSA and is not disqualified from driving such vehicles within the territory of MSA; or
- iii) that although he/she is disqualified from holding a licence to drive on public roads, the circumstances leading to such disqualification are such that he/she should not be refused a competition licence.

Note: Applications falling within this sub-paragraph shall be considered individually by MSA.

C) Every applicant for a competition licence must satisfy MSA:

- i) that he/she is a paid-up member of a bona fide **affiliated MSA** club and/or association, who is in good standing. Competition Licences obtained without complying with this requirement shall render the holder ineligible to feature in event results and offenders may have disciplinary action taken against them, at the discretion of MSA;
- ii) that he/she has signed the **online** indemnity **form** stipulated by MSA;
- iii) that he/she complies with the eligibility requirements for the issue of licences for particular categories of motorsport and, in the case of a junior competitor, produces on demand an original or certified copy of the birth certificate.

D) MSA reserves the right to:

- i) Issue a licence to an applicant who may not meet the stipulated minimum qualifications in terms of competition experience but who can satisfy MSA as to his/her level of ability and/or competition experience, full particulars of which **MUST** be submitted in writing in support of his/her application.
The aforementioned does not allow MSA the discretion to issue a licence to an individual who does not meet the specified age requirements. No deviation from the specified age requirements shall be permitted.
- ii) Withhold a licence without furnishing a reason for doing so or issue a lesser category of licence notwithstanding that the applicant meets the stipulated requirements for the licence applied for.
- iii) Issue licences to **competitors** who do not hold current provincial driver's licences (or learner's licences) where the nature of the event allows the participation of junior competitors or the standing regulations of MSA do not specifically require the holding of provincial driver's licences.

128. VALIDITY OF LICENCE

- i) Licences are valid for the status **of the class specified in the SRs** that they apply to, and lower.
- ii) An International entrant's/**competitors** licence issued by MSA shall be valid for events inscribed on the International calendar in all countries represented on the FIA, CIK or the FIM and shall make the holder eligible to enter or **compete** in (as the case may be) all competitions organised under the permit of MSA and in all International competitions (see GCRs 56 and 57). All International licences will be issued in accordance with the FIA/FIM regulations. An application must be submitted at least five (5) weeks prior to the event with the subsequent approval from MSA within seventy-two (72) hours based on the medicals and qualifications thereto.
- iii) A Regional licence issued by MSA shall make the holder eligible as endorsed upon the licence to enter or **compete** in (as the case may be) Regional or Club competitions, provided the holder is otherwise eligible therefore.
- iv) A **competition** licence granted by MSA does not constitute a certification of the competency of the holder.
- v) If the holder of a **competition** licence granted by MSA is, during the currency of such licence, disqualified from holding a licence under a provincial motor vehicle ordinance, then his/her competition licence granted under these rules shall become invalid, provided that MSA may, upon application, consider the circumstances under which the disqualification was ordered and if it thinks fit, shall authorise the re-issue of such driver's licence.
- vi) A licence is not valid while a competitor is under sentence of suspension or disqualification (see GCR 184-187).

129. PERIOD OF VALIDITY OF LICENCE

Licences, other than Officials' licences, or unless otherwise endorsed by MSA, shall be valid from the date of issue to the end of the current calendar year, unless previously surrendered or withdrawn in accordance with these rules. This does not apply to One Event Licences.

130. RESTRICTIONS ON THE HOLDING OF LICENCES

- i) No person shall obtain licences, **valid for competition**, from more than two (2) ASNs or FMNs during any one (1) calendar year, i.e. a competitor may only be released to obtain a competition licence from another Federation once during a calendar year.
- ii) No licence may be applied for outside of South Africa by the holder of an MSA Licence or by a South African citizen without the specific permission of MSA in writing.
- iii) An Entrant's Licence may not be issued under a name that is calculated to deceive.

- iv) Under no circumstances shall a licence be issued to a minor competitor unless the licence application form and indemnity have been signed by the minor's parent, step-parent, adoptive parent, court-appointed legal guardian and/or curator, **via the MSA IMS**. Severe penalties will result in instances where a false declaration is made regarding a minor competitor's age or date of birth.

131. REFUSAL OR WITHDRAWAL OF LICENCE

- i) MSA may refuse to issue or renew or may withdraw a licence. In the case of an application for a licence falling within GCR 127 (a) (b) or (c), such refusal shall be notified by MSA to the FIA, CIK or FIM.

If the competition is held outside the jurisdiction of MSA, the two (2) ASNs or FMNs will agree on the duration of the suspension of the competitors licence.

If the competition is held on a track and/or circuit approved by MSA, then MSA may withdraw all track and/or circuit approvals. This will automatically result in the withdrawal from the MSA calendar of any events allocated to the track until such time as the MSA approval is restored.

- ii) Where a person publicly renounces his licence, he shall not be entitled to a new licence without the consent of MSA.

132. GRANTING A LICENCE TO A NATIONAL OF ANOTHER COUNTRY

- i) Anyone wishing to take out a licence for the first time in a country different from that of his citizenship must first obtain the approval of the ASN or FMN of their country of origin.
- ii) MSA shall be entitled to issue licences to nationals of other FIA, FIM or CIK member countries who already hold licences in compliance with the following conditions:
 - a) that they have obtained the written agreement of the parent ASN or FMN for this issue;
 - b) that their parent ASN or FMN has recovered the licence originally issued.
- iii) **Where the holder of a licence issued by MSA is not a South African citizen, he/she may use his/her MSA Licence to take part in National events in the country of his/her citizenship, subject to any conditions which may be stipulated by MSA and further subject to the licence being acceptable to the foreign ASN/FMN as valid for the event/s concerned.**

133. GRANTING A LICENCE TO A POLITICAL REFUGEE

MSA may issue a licence to a political refugee without permission from the ASN or FMN of the refugee's country of origin provided that the status of the refugee conforms to the civil laws of the Republic of South Africa. Where a licence is issued under this article, the licensee assumes the nationality of MSA.

134. USING A LICENCE IN A FOREIGN COUNTRY

Competitors, prior to competing in a foreign country, must possess an International licence as an entrant or driver or if necessary, both. They must obtain permission from MSA, which permission may be withheld should the applicant be involved in ANY legal proceedings against MSA. This permission may be given in such form as it deems convenient, giving the entrant or driver a special visa/**start permission**, for a specific event or a more general visa/**start permission** for one or several countries, for a period of time or the whole period of validity of the licence.

135. ASSUMED NAME

- i) If a licence is required in an assumed name, special application shall be made to MSA which may, if it thinks fit, issue a licence in such name. A person granted a licence in an assumed name shall not, so long as he/she holds a licence in that name, take part in any competition except under the name shown on such licence.
- ii) Any alteration to the assumed name shall require a further application to MSA.
- iii) To change back to an original name, a new licence must be applied for and the appropriate fee paid.

136. PRODUCTION OF A LICENCE

It is essential for the Secretary of the Meeting, acting on behalf of the organisers, to check the licence of every competitor to confirm that they are eligible and the licence is valid for the particular category entered. Failure to comply with this instruction will result in disciplinary action against both competitors and the organisers. **(Refer GCR 172)**

137. FORM OF MEDICAL FITNESS

All competitors, on applying for a competition licence, shall be required to submit the medical form of fitness prescribed by MSA, duly completed and electronically signed by themselves. Any false declaration with regard to medical fitness to compete shall render offenders liable to disciplinary action at the discretion of MSA. The penalty for making a false declaration may extend as far as disqualification – see GCR 186. **Competitors who intend competing overseas are required to comply with the specific regulations of the relevant International body (FIA, CIK or FIM) regarding medical fitness to compete.**

138. PRODUCTION OF A MEDICAL CERTIFICATE

If MSA for any reason has doubts concerning the fitness or ability of a competitor he/she may be required to furnish a medical report, issued by a specialist approved by the President of the Medical Panel. Any competitor hospitalised following an accident **will** be required to furnish a medical certificate from a qualified medical practitioner or specialist before again being permitted to compete. **Refer to Appendix L.**

139. LICENCE FEES

On the **purchase** of a licence **via the MSA IMS**, a fee **is** payable to MSA. MSA reserves the right to amend these **fees** without notice at any time.

PART VI

CERTAIN POWERS AND RESPONSIBILITIES OF PROMOTERS/ORGANISERS

GCR

140. POWERS OF THE PROMOTERS / ORGANISERS (see GCR 99)

The promoter may:

- i) through the Clerk of the Course, with the prior consent of the Stewards of the Meeting, delete part of the course or competition or ignore part of the records of the competition in the case of bona fide unforeseen circumstances. A race may not be reduced in length except in accordance with GCR 272. For cancellation/postponement refer to GCR 244;
- ii) distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is stopped before its scheduled completion;
- iii) offer additional awards;
- iv) with the prior consent of the Stewards of the Meeting, change the order in which events are run at a meeting, provided all competitors are advised accordingly;
- v) before the meeting, amalgamate classes or create additional classes should the type and size of entry appear to warrant such action and provided that intention to do so is notified in writing to all competitors affected not less than seven (7) working days before the competition or within two (2) working days after the closing date of entries, whichever is the earlier;
- vi) offer the entrant or any driver or vehicle liable to exclusion under GCR 99 the option of transfer to any appropriate class or competition at a meeting, if such appropriate class is scheduled;
- vii) check the eligibility of any vehicle and/or competitor before, during or after the competition provided that intention to do so after the competition is notified in the SRs, or alternatively, to the entrant within half an hour of the publication of the provisional results;
- viii) require a vehicle to be dismantled by the entrant in order to check its eligibility as and when directed;
- ix) require such components and/or samples and/or technical information as may be specified to be produced by the entrant as and when directed;
- x) require the entrant to defray any costs arising from the exercise of the rights given by vii) viii) and ix) above;
- xi) require the entrant to pay a fee for the re-examination of any vehicle rejected at scrutiny;
- xii) consider and decide on any claim for expenses arising from the competition incurred by any person taking part in the competition;
- xiii) specify the manner in which a tie shall be resolved should the provisions of the SRs not produce a result.

141. RESPONSIBILITY OF THE PROMOTERS/ORGANISERS

In addition to the responsibilities of the promoters/organisers contained in the GCRs, SSRs, and in any relevant instructions the promoters/organisers in particular shall:

- i) ensure that the SRs and final instructions are not in conflict with the GCRs, SSRs or any instruction issued by MSA;
- ii) publish SRs and make these available to prospective competitors;
- iii) check the licences of competitors and, where applicable, visas/**start permissions** and medical certificates;
- iv) in the case of racing events or meetings, hold a drivers' briefing as early as is practical prior to the commencement of actual racing to allow entrants and drivers to seek clarification concerning the SRs, final instructions or any matter not specifically covered in any regulation. Where circumstances make it the only practical solution, briefings may be provided by electronic means. Details of when and where (and how in the case of electronic briefings) the drivers' briefing will be held will be given in the SRs or final instructions;

- v) **6 weeks (8 weeks in the case of National Championship rallies) before the competition**, submit the draft SRs to MSA **via the MSA IMS**. The SRs (other than for International events) **must not repeat the MSA SSRs either in whole or in part**. If it is desired to emphasise any particular SSRs, attention should be directed to them by their numbers. SRs when being drafted should therefore be checked carefully against the relevant SSRs to ensure that there are no repetitions or contradictions;
- vi) issue final instructions to deal with particular points arising after the issue of the SRs, but in so far as such instructions are contrary to the SRs or these rules or impose penalties (except in exceptional circumstances approved by MSA), they shall be invalid;
- vii) before the competition takes place, furnish the Stewards of the Meeting (and particularly the MSA Steward who is the senior Steward) with copies of the SRs, the final official instructions to competitors and any other such documents or information as may be supplied to competitors. The Stewards of the Meeting must be informed by the organisers of the time and place of the start and finish (when applicable) and must be given all such information and facilities by the organisers, including admission tickets, etc., (where applicable) to enable them to carry out their duties. These requirements also apply to the **Chief** Scrutineer. Failure to adhere to these requirements will render the organisers liable to a penalty or fine.
- viii) in good time before the competition, furnish the **relevant** MSA Sport Coordinator, a copy of the SRs and official instructions (if any) as issued to competitors, and any subsequent amendments thereto, if not submitted via email electronically;
- ix) at least forty-eight (48) hours before the commencement of a competition, furnish the **relevant** MSA Sport Coordinator, the official list of competitors entered;
- x) After the competition, the promoters shall:
 - a) inform MSA of the results of a competition by the close of business on the first working day following the competition or within such further time as MSA may allow in specific instances. Results must reflect the competition licence number and names of all competitors, and failure to comply with this requirement shall be subject to disciplinary action being instituted by MSA.
 - b) furnish MSA with a copy of the official programme for the event (refer GCR 89);
 - c) inform each competitor of the results of a competition within seven (7) working days (this may be on the day of the event) of the competition or within such further time as MSA may allow;
 - d) submit their written report to the Stewards of the Meeting, complete with copies of the full results together with details of licence numbers and names, and all such other information as is necessary to enable the Stewards of the Meeting to compile their own written report for submission to MSA;
 - e) through the Clerk of the Course have seven (7) working days in which to submit their reports before penalties are automatically applied
 - f) distribute all starting and prize money within fourteen (14) working days after the results of the competition have been finalised, or within such further period as MSA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation;
 - g) Return fees to reserve entries who did not start no later than fourteen (14) working days after the date of the competition.
 - h) where the SRs include prize giving in the programme of the event and circumstances arise which would cause an unreasonable delay in announcing the results after the event, the Stewards may postpone such announcement to a later date having advised all competitors present accordingly;
 - i) where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from this function.
- xi) Ensure that a copy of the Event Safety Plan is available at all times during the event.

142. RESPONSIBILITY OF THE PROMOTERS OF ALL MOTOR SPORTING EVENTS

Promoters/organisers MUST provide the following minimum services:

- i) The practice (where applicable) to be under the control of competent members of the organising clubs. In the case of racing on a closed circuit, all marshal posts must be manned for official practice, qualifying and racing.
- i) Sufficient firefighting equipment must be present. Same must be serviced regularly and in working order.
- ii) Exit of the pit road must be manned. The entire length of the circuit must be in sight of officials who are in radio/telephone contact with the official at race control.
- iii) **A medical rescue service, complying with the provisions of Appendix "L" to these regulations, must be provided.**
- iv) Where applicable, calibrated scales (preferably together with test weights to confirm the scale's accuracy) must be provided, to allow for the weighing of race vehicles.

PART VII

OFFICIALS

All officials are reminded of the Code of Conduct document available on the MSA website, which must be adhered to at all times.

GCR

143. LIST OF OFFICIALS

No official may be less than 16 years of age except for the Clerks of the Course and Stewards, who must be 18 years old. The term "officials" comprises of the following persons who may have assistants. The list is not necessarily exhaustive. Officials **are** licenced by MSA.

The Clerk of the Course;

MSA Steward;

Club Steward;

Secretary of the Meeting;

Timekeepers and Lap scorers;

Handicappers;

Technical Consultants;

Scrutineers;

Road or Track Observers;

Flag Marshals;

Pit and Paddock Marshals;

Track Marshals for fire and safety;

Starters;

Marshals;

Judges of Fact (**Note: Unless Judges of Fact are licenced by MSA and their appointment complies strictly with the provisions of the regulations, they will simply be considered to be observers**);

Medical Officers;

Communications and Radio Officials;

Environmental Officer (Refer to Environmental Code for duties and responsibilities).

Competitor Relations Officer (or similar).

144. DEFINITION OF ROLE OF OFFICIALS

The role of an official is:-

- i) to either guide or be instrumental in the organisation of an event; and/or
- ii) to check that the CSI, GCRs, SSRs and SRs governing the event are complied with.

An official **may not be a competitor in the same event and** shall not perform any duties other than those attached to his appointment, except in cases of force majeure, and no senior official shall hold more than one position during an event, unless specific approval to the contrary has been granted by MSA prior to the event following a formal request. MSA's ManCom shall have the ultimate discretion to rule with regard to the application of this regulation.

145. BUSINESS CONNECTIONS PROHIBITED/CONFLICTS OF INTEREST

- i) It is required that any official who has, by his appointment, a "conflict of interests" or could be held to have such a "conflict of interests" because of his normal employment and/or family and/or relationship situation, shall report such to MSA before the competition. MSA shall have the absolute discretion to reject the appointment of any official where it deems that such appointment may lead to, or create the perception of, a conflict of interests due to familial and/or business links.

- ii) It is prohibited for two (2) or more members of the same family and/or relationship situation to hold official positions in the same event on the same day, unless prior written approval has been granted by MSA, **in consultation with the relevant MSA Regional Committee Chairperson**. Any such written approval expires on 31 December of the year it was issued.

146. OFFICIALS' LICENCES

Certain officials in events must hold a licence issued by MSA. The criteria and necessity for holding such licences will be decided by MSA or the FIA, CIK, or FIM, as will the criteria for the granting of such licences. The fee for the licence will be determined by MSA. In particular, the period of validity of officials' licences may be extended unlike other licences.

These licences may be withdrawn by MSA, the FIA, the CIK or the FIM (as applicable) if the holder proves to be incompetent or commits a serious offence. MSA will maintain a list of all licenced officials.

Any official who places himself at the disposal of an organiser who does not have an organising permit issued by MSA may be suspended, at the sole discretion of MSA.

147. RIGHT OF SUPERVISION

- i) Apart from the officials referred to in GCR 143, the FIA/FIM/CIK may appoint persons with the task of attending, as an observer, the qualifying events of any FIA/FIM/CIK Championship, Trophy or Cup.
- ii) MSA may appoint a suitable person with the right to supervise or uphold the interests of its own nationals in an event held in any country whatsoever. Such appointment must be notified in writing to both the Stewards of the Meeting, and to the ASN or FMN of the country where the event is being held.
- iii) MSA may appoint members of its committees or other suitable persons to observe any event run within its territory.

148. RIGHT OF THE FIA/FIM/CIK TO APPOINT OFFICIALS

For any International Championship, Cup or Trophy, the FIA/FIM/CIK has the right to appoint various race officials, who report directly to the International body that appointed them.

149. NECESSARY OFFICIALS

At each meeting or event there shall be **at least two (2) Stewards of the Meeting** (representing MSA), a Clerk of Course and a Scrutineer. In the case of minor events, e.g. **club and closed club events**, it will not be necessary for the Stewards to be physically present. They must however, at all times be on call, e.g. within easy reach by telephone. For events where time is a factor there shall be at least one Timekeeper. For International events there will be at least three (3) Stewards of the Meeting. If more are appointed there shall always be an odd number. For FIA/FIM/CIK Championship events the applicable regulations regarding officials must be followed.

MSA reserves the right to appoint officials to MSA sanctioned events where it deems such appointments to be appropriate. Furthermore, MSA may appoint a MSA Steward of the Meeting for events granted an MSA permit and will approve the Club Steward, Clerk of Course and other senior licenced officials appropriate to the event.

150. CONSUMPTION OF ALCOHOL (*applicable to race officials*)

No person in any official capacity may consume any alcohol until such time as he/she has discharged his/her official duties in their entirety. Offenders will render themselves liable to disciplinary action at the discretion of MSA. **Refer Appendix L.**

151. STEWARDS

Note: No Steward can carry out his duties in a satisfactory manner unless he has, at the very least, a working knowledge of the GCRs and allied regulations. **For National and Regional Championship events, it is compulsory for at least the MSA appointed Steward to hold a Clerk of Course Licence, valid for that specific category of sport.** Refer to GCR 158.

- i) Any person before acting as a Steward should have access to the following publications:
 - a) General Competition Rules (GCRs);
 - b) Standing Supplementary Regulations (SSRs);
 - c) International sporting codes (CSIs) (where applicable);
 - d) Supplementary Regulations (SRs) and final instructions issued by the Promoters / Organisers for the meeting.
- ii) The function of the Stewards, acting as a body and not as individuals, is to constitute an impartial judicial body and, in so doing, to see that the organisers deal fairly with the competitors and that the competitors respect the organisers.
The Clerk of the Course is primarily responsible for ensuring the safety of spectators, officials and competitors and the Stewards will generally not concern themselves with these matters except in an emergency, if they are acting in their capacity as Safety Officer (where so appointed) or if it appears that the Clerk of the Course is failing to take appropriate action.
- iii) For other than International events where the Stewards have prime responsibility, the Clerk of the Course effectively acts as the 'Chief Executive Officer' for any meeting and the Stewards should not interfere with him in the carrying out of his duties nor assume duties or responsibilities which are properly those of the Clerk of the Course.
- iv) The Stewards, during a meeting, should bring to the notice of the Clerk of the Course any serious shortcomings in organisation which may come to their notice and which may endanger spectators, officials or competitors, if not immediately rectified.
- v) The Stewards should not, except for the most urgent reasons, issue instructions directly to officials or competitors, but should always deal with and through the Clerk of the Course unless it appears to them that the meeting is not being properly or safely conducted or that important matters are being overlooked by the Clerk of the Course.
- vi) If it is essential for the Stewards to take urgent action, the Clerk of the Course should be advised of the action taken as soon as possible.
- vii) Should the circumstances warrant this, MSA shall have the right to appoint one or more alternate Stewards to hear protests which are not able to be heard during the event in question.

152. RESPONSIBILITY AND AUTHORITY OF THE STEWARDS OF THE MEETING

- i) The Stewards of the Meeting shall have authority for the enforcement of the CSIs (where applicable for International events), GCRs, SSRs and the SRs once they become empowered to act.
- ii) The Stewards of the Meeting shall not in any way be responsible for an event's organisation and shall not have any executive duty in connection therewith. It follows therefore, that in the discharge of their duties they do not incur any responsibility except to MSA. As an exception to this principle when a meeting is promoted directly by MSA, the Stewards of such a meeting may combine their duties with those of the promoters. In a meeting comprising several competitions there may be different Stewards of the Meeting for each competition. When MSA has appointed one or more of the Stewards of the Meeting, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards of the Meeting.
- iii) They may, in exceptional circumstances, amend the regulations.
- iv) They may forbid the running of any competition not in conformity with the applicable regulations, or in a case of "force majeure", or for safety reasons.
- v) They may modify, or instruct modifications to the programme, the services or installations, whether or not these have been suggested by the Clerk of Course, in order to ensure greater safety for the competitors or the public.

- vi) They may appoint deputies in the absence of any of their number to make sure the required number of Stewards is present.
- vii) They may postpone a competition in case of "force majeure" or for reasons of safety.
- viii) They may authorise a change of driver if such change is foreseen in the SRs, or SSRs.
- ix) They may accept or reject any rectifications proposed by a Judge.
- x) They may authorise a restart after a competition has been stopped.
- xi) If appropriate, the Stewards of the Meeting may increase the penalty for a false start.
- xii) They shall determine if a competition should be concluded after it has been stopped by the Clerk of the Course.
- xiii) They may authorise a new start in the event of a dead heat.
- xiv) They may cancel, or render null and void, controls and stages in rallies.
- xv) They may amend the classification.
- xvi) They must investigate or cause to be investigated any incidents or breaches of the regulations which they observe or which are reported to them.
- xvii) They may recommend to MSA that further action be taken against a competitor for any serious offence, including holding of courts of enquiry.
- xviii) At the end of the competition or meeting, the Stewards must report to MSA such matters as it requires. However, this report must contain at least all details of protests lodged, whether heard or declined, appeals received, their recommendations for any further penalties or sanctions and a report on the competence of the Organisers. This report must be submitted to MSA only **within seven (7) working days from the date of the competition**. Any protest fee retained, or appeal fees must accompany the report irrespective of whether the protest lodged was heard or not. The report must be a fair and honest report, and must in no way endeavour to protect the interests of the Promoters and/or Organisers and/or officials and/or competitors.
- xix) They shall be present at a meeting or event from the first scrutineering or administrative checking to the end of the time for protests following the publication of provisional results or until all protests are dealt with. They may adjourn such protests to a time and place suitable to all parties. This time must be extended to include any final scrutineering or dismantling.
- xx) In general, the Stewards of the Meeting become empowered to act as soon as the first action of the meeting or event commences. This will normally be documentation or scrutineering. Any disputes prior to this time must be dealt with by MSA who alone may decide disputes regarding entries or projected changes to the regulations up to this moment. Their role ends when they sign the final results or when all protests are heard and the time for lodging a notice of intention to appeal has expired.
- xxi) They shall settle any protests which may arise during a meeting in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. Stewards may receive protests either directly or through the Clerk of the Course. The time that the protest is received must be recorded on the protest and signed by the Steward or the Clerk of the Course. The Stewards should satisfy themselves that the protest has been lodged strictly in accordance with Part IX of the GCRs. Competitors are deemed to know the GCRs, and it is not the function of the Stewards to assist or give advice to competitors regarding the manner and method in which protests should be lodged. (Also refer to GCR 175).
- xxii) The Stewards should ensure that the hearing of protests is in private with only interested parties being present, including the Clerk of the Course. It is not the function of Stewards to act as prosecutors, or defendants. They should ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written protest previously lodged.
- xxiii) "Club Stewards" are not appointed to protect the interests of the organisers or the promoters, and they must not interpret their responsibilities in this manner.

- xxiv) In considering the SRs, Stewards must consider the SRs as published. They must only be concerned with the normal plain meaning of the wording of the regulations and must pay no attention to any claim as to what any regulations were intended to mean. In the case of ambiguity, the SRs should be read and taken as a whole before a decision regarding the intention of the regulations is decided upon.
- xxv) In the case of the Stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the Senior Steward shall have the casting vote.
- xxvi) If for any reason the Stewards cannot give findings immediately after the hearing, they shall inform the interested parties of the time and place at which the findings will be given. This notice must be given both verbally, and in writing.
Should there be the slightest possibility that new and/or additional evidence concerning a matter heard may change the findings of the hearing, it is essential that they reserve judgement. In such instances, the parties must be advised within one (1) hour of the end of the hearing, of the time and place at which the decision will be given (Refer to GCR 202).
- xxvii) In addition to hearing protests, the Stewards may be called upon to deal with an alleged breach of the regulations. A hearing should be held similar to hearings held in the case of protests and the procedure is similar. Having arrived at a decision, the Stewards may impose a penalty (refer GCR 177, 178, 183 and 184).
- xxviii) Where a decision made by the Stewards affects the results of an event/race, the Stewards shall, as soon as possible, advise the relevant officials accordingly to allow the latter to amend the provisional results, for re-publication.

Note: Stewards are often prevailed upon to give advice to competitors who are annoyed or aggrieved by the actions of the Promoters. They should firmly but tactfully avoid giving such advice, which often arises from a question that is a concealed protest. Once having given solicited or unsolicited advice to competitors or organisers, the Stewards have automatically debarred themselves from dealing with any protest which may subsequently arise on the matter: Stewards who thus compromise their positions cannot carry out their judicial duties, and powers, and this gives rise to unnecessary appeals.

153. PENALTIES WHICH CAN BE IMPOSED BY THE STEWARDS OF THE MEETING

Refer GCR 177.

154. STEWARDS' REPORT AND POWERS OF MSA FOLLOWING STEWARDS' REPORT

- i) The Stewards (as a body) must submit their written report to MSA within seven (7) working days from the date of the event in accordance with the GCRs, forwarding there with the documents received from the Clerk of the Course.
- ii) If it appears to MSA from the Stewards' Report or otherwise that the results of a competition have been improperly or incorrectly made or that any breach of condition of permit, defect in organisation, breach of any of the GCRs, SSRs or SRs, or other irregularity has taken place, or that the Stewards have recommended further action, MSA shall be entitled to enquire into the matter as envisaged in GCR 211 below or otherwise and, after giving the interested parties an opportunity of being heard, make such order as it deems proper, even though no protest or appeal may be pending, and whether or not such breach has been the subject of protest and/or appeal.
- iii) No such enquiry shall be ordered after the expiration of sixty (60) working days from the date of publication of the results and further provided, except where the Stewards have recommended further action, that no matter shall be the subject of any enquiry under these rules if it could and should have been the subject of protest or appeal at the meeting when it arose, unless MSA deems that the circumstances warrant a formal enquiry. All parties involved in the enquiry, must be advised of the scheduled hearing before the expiration of ninety (90) working days from the date of publication of the results.

MSA reserves the right to take disciplinary action against Stewards if it becomes evident after the running of a competition that any incidents, contraventions or breaches of rules have occurred during the competition and are not reflected in the Stewards' report (refer GCR 152 (xviii)). Such disciplinary action may take the form of a reprimand or, in more serious cases, a suspension of the Stewards' right to act as a motorsport official for a specified period of time.

155. RESERVED

156. DUTIES AND AUTHORITY OF THE CLERK OF THE COURSE

The Clerk of the Course for the meeting has the supreme authority for the conduct of the meeting or competition, and other than in the case of International events, the Clerk of the Course acts on behalf of the Promoters/Organisers in accordance with GCR 70.

If a Secretary of the Meeting is **incapacitated**, the Clerk of the Course automatically takes on that responsibility. There may be different Clerks of the Course appointed for various events during a meeting. There may be one or several Assistant Clerks of the Course appointed who are responsible to the Clerk of the Course. The role of the Clerk of the Course begins with opening of entries and **concludes when the event has been formally declared closed by the Stewards (Refer 152 xx)**. Irrespective of the status of the event, the Clerk of the Course must be present during the entire duration of the event.

It is prohibited for a Clerk of the Course to act as a Judge of Fact at any event at which he is officiating in the capacity of Clerk of the Course (refer to GCR 144).

Provided that nothing hereinafter contained shall be interpreted to restrict the powers of MSA as envisaged in GCR 154 (ii), GCR 208, GCR 211 or otherwise, the Clerk of the Course shall in particular:

- i) check that all members of the organisation are competent and aware of their duties;
- ii) **In events on closed circuits, the Clerk of the Course or an officially nominated Deputy Clerk of the Course to whom the role has been expressly delegated by the Clerk of the Course, must remain in full control of every practice session (including qualifying and warm up sessions) or race, from the time the first vehicle leaves the pit lane before the practice session/race until the last vehicle has entered the pit lane at the end of the practice session/race;**
- iii) **generally keep order in co-operation with the civil authorities;**
- iv) ensure that all elements of the safety services (and the safety barriers, if required) are in position and ready to carry out their duties or purpose. The Stewards of the Meeting should be informed if any of these elements are missing or impaired and should be advised by the Clerk of the Course as to the next step to be taken;
- v) co-operate with any Inspector, Observer or Technical Consultant appointed by MSA. If any conflict arises it must be resolved by the Stewards of the Meeting;
- vi) control the running of practice and respect of the programme and regulations and, if necessary, inform the Stewards of the Meeting of any proposal to modify same whether for the interests of the competition, the public safety or "force majeure".
- vii) take his own decisions within the limits and scope of his authority as set forth in GCRs, SSRs and SRs for the event;
- viii) in dealing with dangerous or unsafe driving and with baulking at a race meeting, it is the responsibility of the Clerk of the Course to deal with these matters in terms of the powers vested in him and if necessary to ask the Stewards of the Meeting to impose further penalties;
- ix) if a vehicle appears to be dangerous, it may be halted by the Clerk of the Course, or prevented from competing;
- x) check that results are established and distributed as quickly as possible to competitors, after the results concerned have been checked and amended if it is obvious that they were incorrect;
- xi) stop the practice or event by the appropriate means when in the Clerk of the Course's sole opinion it is unsafe to continue;

- xii) supervise the entrants, drivers and their vehicles to prevent any who have been disqualified, suspended or excluded or any ineligible driver or car from taking part in the event and order their removal from the course or its precincts;
- xiii) in conjunction with the starter, (where applicable) bring the vehicles to the start in accordance with the established starting order and if necessary start them;
- xiv) keep the Stewards of the Meeting fully informed regarding all incidents;
- xv) advise, in writing, the driver or, in his/her absence, the entrant or Team Manager, of any penalty imposed at the earliest possible opportunity;
- xvi) receive any protest either against the findings of the Clerk of the Course or otherwise, and convey same to the Stewards of the Meeting;
- xvii) convey to the Stewards of the Meeting any breach of a rule by, or misbehaviour of a competitor and details of any penalty imposed;
- xviii) collect the reports of Timekeepers, Scrutineers and Observers and all other information necessary for determination of the results;
- xix) convey to the Stewards of the Meeting the provisional and final results, after duly having signed same;
- xx) prepare with the assistance of the Secretary of the Meeting the closing report of the event or meeting and pass same to the Stewards of the Meeting, furnishing copies to MSA within seven (7) working days of the date of the competition;
- xxi) in the case of National Championship and Regional Championship events furnish the relevant MSA Sport Coordinator, with the full results of the competition **by the close of business on the first working day following the competition.**

157. PENALTIES WHICH CAN BE IMPOSED BY THE CLERK OF THE COURSE

The Clerk of the Course is empowered to penalise competitors in the following instances, and shall notify his intention to do so.

i) Generally:

- a) Reprimand, fine up to maximum of R150 000 (except as provided for in GCR 176), impose a time penalty, exclude a competitor and/or preclude a competitor from participation for contravening a particular rule for which no specific penalty is prescribed; but not in an International event where the Stewards must determine what penalty to impose.
- b) Exclude/preclude a competitor from participation and/or fine the entrant of a vehicle reported by the Technical Consultant to contravene Regulations and Specifications (see GCR 176).

The Clerk of the Course may not, however, impose a fine in lieu of exclusion in the case of a contravention relating to technical rules or specifications, unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

ii) In Racing or Speed Events:

- a) Show the black flag to a competitor, requiring him to stop as prescribed.
- b) Impose the prescribed time penalty for a contravention reported by a Judge of Fact and immediately notify the competitor's pit.

iii) In Rallying/Off Road Racing and Motorcycle Enduro events:

Impose the prescribed time penalties or exclusion for late/early arrival at controls and/or exceeding maximum permitted:

- a) lateness at controls, or
- b) running times for portions of the course. Competitors to be penalised shall be so informed and given the opportunity of protesting to the Stewards of the Meeting against the findings of the Clerk of the Course.

158. GRADING OF CLERKS OF THE COURSE

- i) No person shall act as Clerk of the Course or be appointed to officiate as such at a motorsport competition/event unless, in accordance with the regulations, he has been graded in a category not lower than that appropriate to the competition at which he is to officiate, or for which he is to be appointed.

- ii) Any person desiring to be graded in terms of paragraph i) shall make application to MSA, Johannesburg, or one of its Regional offices.
- iii) No person will be graded unless he has satisfactorily completed and passed the examination as prescribed for this purpose from time to time by MSA provided, however, that if an applicant can satisfy MSA, Johannesburg as to his ability and previous experience, the need for the completion of all or part of the test or examination may be waived by MSA.
- iv) Any grading, made in terms of these regulations, shall be subject to review at any time by MSA which shall have the right in its sole discretion to amend or withdraw any grading. Where a grading is amended downwards or withdrawn, MSA shall stipulate the conditions according to which the original grading shall be reinstated. Applications for up-grading must be made in writing to the relevant MSA Regional Committee **and relevant MSA Sporting Commission/Working Group/Management Group.**
- v) Notwithstanding that a person has satisfactorily completed and passed the examination with high marks, his grading will be dependent on his experience and the recommendations of the MSA Regional Committee **and relevant MSA Sporting Commission/Working Group/Management Group.**
- vi) A person obtaining a high mark but given a lower grading will be advised that the licence issued will be upgraded without the necessity of rewriting the examination once a higher level of experience is obtained.
- vii) MSA may downgrade a licence if the holder does not make use of it at regular intervals or if the holder does not conduct himself and execute his duties to the complete satisfaction of MSA.
- viii) Clerk of the Course Licence gradings shall be valid for a period of three (3) calendar years but the licences need to be renewed annually.
- ix) Renewal of a Clerk of the Course Licence shall be subject to the holder attending a seminar and/or re-writing the relevant exam, at the sole discretion of MSA.

A. GRADING: RACES, SPEED EVENTS

Persons graded in accordance with these regulations may be appointed as Clerks of the Course and may officiate as such only in the category or categories appropriate to the grading, as defined hereafter:

a) GRADE A

The holder is authorised to take full charge as Clerk of the Course of any race meeting or speed event. Grade A is obligatory for taking charge as Clerk of the Course of any meeting which includes a S.A. National Championship event.

b) GRADE B

The holder is authorised to take full charge as Clerk of the Course for a National race meeting. This grade is not valid if the meeting includes a S.A. National Championship event.

c) GRADE C

The holder may take full charge as Clerk of the Course of a Regional race meeting. This grade is not valid if the meeting includes any National or Regional Championship, or a National event. A Grade C holder may be appointed as Assistant Clerk of the Course to a Grade B Clerk of the Course in charge of a meeting, but shall act only under the direction of that official. An Assistant Clerk of the Course at a Regional race meeting shall not be required to be graded but shall act only under the direction of the Clerk of the Course.

d) EXEMPTIONS

Notwithstanding the provisions of sub-paragraphs a), b) and c), the following classes of competitions shall not require that the Clerk of the Course be a graded official, provided however, that MSA shall have the right, at its discretion, to require that the Clerk of the Course shall hold a grading appropriate, in the opinion of MSA, to the status and/or nature of the event; Gymkhanas – Autocross events – Club off road trials.

B. GRADING: TRIALS AND RALLIES

Persons holding a "rally" grading may only officiate as a Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) GRADE A

The holder is authorised to take full charge of any trial or rally held in South Africa under MSA permit. This grading is reserved for the Clerks of the Course of Special Stage National Championship events or full National/International events (MSA Rally Commission reserve the right to determine which events qualify). A grade "A" Licence will be issued to all Clerks of the Course who have officiated on events as above during the current year and the previous two (2) years. Licences will be specifically endorsed for that branch of rallying to which the licence applies.

Grade "A" Licences will also be issued to officials who will be Clerks of the Course of events falling into those categories listed above provided that they have achieved an "A" grading in the exam and that they have acted as Clerk of the Course on two (2) events of Regional Championship status, or higher, during the same time period. The issue of the licence will be conditional upon the fact that the Chief Deputy Clerk of the Course shall be a Grade "A" Licenced Clerk of the Course who will be present at all times during the event to advise the Clerk of the Course.

b) GRADE B

Applicants, who write the examination, must obtain "B" grading marks. Experience required: A minimum of having acted as Clerk of the Course for two "C" grade qualifying events or as a Chief Deputy for two "B" grade qualifying events. A Grade "B" Licence allows the holder to act as Clerk of the Course of any rally other than a Special Stage National Championship event or a full National/International event.

c) GRADE C

Applicants, who write the examination, must obtain "C" grading marks to allow the person to act as Clerk of the Course for all events of Regional or lower status not counting to any Regional or higher status Championship.

All licences will be valid for one (1) year and application for renewal of same must be made to MSA for the following year.

C. GRADING: MOTOCROSS/SUPERMOTO

Persons holding a "motocross" or "supermoto" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) GRADE A

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit.

b) GRADE B

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit other than a S.A. Championship or International motocross or supermoto event.

c) GRADE C

The holder is authorised to take full charge as Clerk of the Course for any motocross or supermoto event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship event.

D. GRADING: OFF ROAD AND ENDURO EVENTS

Persons holding an "off-road/enduro" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) **GRADE A**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held under MSA permit.

b) **GRADE B**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held in South Africa under MSA permit other than a S.A. Championship or International off-road/enduro event.

c) **GRADE C**

The holder is authorised to take full charge as Clerk of the Course for any off-road/enduro event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship off-road/enduro event.

E. GRADING: KARTING

Persons holding a "karting" grading may only officiate as Clerk of the Course in accordance with the categories set forth in sub-paragraphs a), b) and c) below:

a) **GRADE A**

The holder is authorised to take full charge as Clerk of the Course for any karting event held under MSA permit.

b) **GRADE B**

The holder is authorised to take full charge as Clerk of the Course for any karting event in South Africa under MSA permit other than a S.A. Championship or International event.

c) **GRADE C**

The holder is authorised to take full charge as Clerk of the Course for any karting event held in South Africa under MSA permit other than an International, S.A. Championship, National, or Regional Championship event.

159. DUTIES OF THE SECRETARY OF THE MEETING

The Secretary of the Meeting, **who shall have attended a seminar and passed an examination unless specific permission to the contrary has been granted by MSA**, shall be responsible for the organisation of the meeting. In particular, he/she shall:

- i) check the validity of all entries received and report such to the organisation committee;
- ii) check or cause to be checked, and retain copies of, the competitors' licences (see GCR 98) as well as the age eligibility of the competitor for the class/category entered;
- iii) during the meeting maintain the Official Notice Board(s);
- iv) publish official bulletins from the Stewards of the Meeting and information from the Clerk of the Course on the Official Notice Board(s);
- v) send all necessary documentation to officials and competitors before, during and after the meeting (copying the relevant MSA Sport Coordinator at the same time);
- vi) advise all the officials (including the timekeepers) of any change of driver, subject to the Stewards of the Meeting having agreed to such change;
- vii) if necessary, assist the Clerk of the Course to compile his final report;
- viii) check or cause to be checked, and retain copies of, the competitors' medical aid/insurance where appropriate.

160. DUTIES OF THE STARTER

The principle duties of the starter are:

- i) to check that the means of starting (flags, lights) are in good working order;
- ii) to receive the vehicles proceeding to the starting areas and arrange them in the correct order of their start times;
- iii) to start the event, having ascertained that the conditions for the start are complied with.

161. JUDGES (see GCR 143)

One or several Judges may be appointed by the organising committee of a race/event to supervise and observe certain aspects, and to report on their findings. It is strongly recommended that only individuals, who hold a Clerk of Course Licence, be appointed to these positions.

162. DUTIES OF THE JUDGES (see GCR 143)**Starting Judges:**

One or several Judges may be appointed by the organising committee of a race/event to supervise the starts. Starting Judges shall immediately point out to the Clerk of the Course any false starts that may have occurred.

Finishing Judges:

In a competition where the order in which the competitors pass the finishing line must be determined, a Finishing Judge shall be appointed to make such a decision. The Judge may have one or several assistants. They may refer to the Chief Timekeeper prior to giving their decision.

Judges of Fact:

In a competition where a decision has to be given as to whether a competitor has touched or passed a given line or upon any other similar fact which has been laid down in the regulations for the event, one or several Judges of Fact, Starting Judges or Finishing Judges shall be nominated to be responsible for one or several of these decisions. **Their names shall be published to competitors by an official Bulletin displayed on the Official Notice Board together with the facts they shall judge.** Any of the above Judges may have Assistant Judges appointed to help them or, in cases of absolute necessity, to replace them but in case of a disagreement, the final decision shall be given by the relevant Judge.

Judges of Fact – Rallies

Judges of Fact will be appointed by the Clerk of the Course, and their names will be published in an official bulletin. These officials will be appointed to report on infringements of the rules, with particular emphasis on competitors who jump the start in special stages, competitors who speed in service park/areas, competitors who take short-cuts on special stages and competitors who speed on liaison sections. These Judges of Fact so appointed may, the provisions of these regulations notwithstanding, hold a position in addition to that of Judge of Fact.

163. DUTIES OF THE TIMEKEEPERS

The principle duties of the Timekeepers are:

- i) to report to the Clerk of the Course at the beginning of the meeting or event to receive his/their instructions;
- ii) to check their apparatus and verify its accuracy;
- iii) to use for timing only such apparatus as is approved by MSA or, for the purpose of FIA/FIM/CIK Championship events or International record attempts, by the FIA/FIM/CIK;
- iv) to declare the time taken by each competitor to complete the course;
- v) to prepare and have the Chief Timekeeper sign their reports and to transmit same to the Clerk of the Course for his signature and, for record attempts, to MSA;
- vi) to send on request their original time sheets either to the Stewards of the Meeting or MSA;
- vii) to refrain from communicating any results or times except to the Stewards of the Meeting or the Clerk of the Course and MSA, or the FIA/FIM/CIK officials, except as instructed by these officials.

164. LICENCING OF TIMEKEEPERS

All Timekeepers shall hold MSA Licences to act in that capacity except when MSA may have given written dispensation waiving this requirement. MSA, at its sole discretion, may limit a timekeeper to only being able to act at events up to a specified status (Club, Regional or National).

165. DUTIES OF HANDICAPPERS

The handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the SRs. They shall state if any handicap in a competition is to be increased as a result of a performance made in a previous competition.

166. DUTIES OF THE SCRUTINEERS AND ASSISTANT SCRUTINEERS

Scrutineers, who shall have attended a MSA seminar and passed an examination unless specific approval to the contrary has been granted by MSA, are entrusted with the checking of vehicles. In general, this checking is divided into visual safety checking of vehicles and checking of compliance with the groups and regulations. These checks are conducted in conjunction with the MSA appointed technical consultant/s, where such are appointed. In addition, the scrutineers are required to examine the protective clothing and helmets of drivers/riders. They shall:

- i) make these checks before the meeting or event when requested to do so by MSA or the organisers and during or after the meeting when requested by the Clerk of the Course or the Stewards of the Meeting;
- ii) where appropriate, compile a checklist relating to items such as the parc fermé;
- iii) use only checking instruments of a type acceptable to MSA;
- iv) ensure that all necessary equipment and checking instruments approved by MSA are present and in proper working order and, where required, the official scale, test weights and a current assize certificate are available;
- v) not communicate any official information except to the Clerk of the Course or to the Stewards of the Meeting;
- vi) report to the Clerk of the Course any vehicle they consider dangerous in construction or unsafe or ineligible to compete;
- vii) prepare and have the Chief Scrutineer sign their reports and forward them to the body which requested the reports.

167. DUTIES OF TECHNICAL CONSULTANTS

MSA has the right to appoint Technical Consultants, who shall have technical knowledge and/or qualifications deemed appropriate by MSA, shall have attended a MSA seminar and passed an examination unless specific approval to the contrary has been granted by MSA, to any meeting, event or category of motorsport. The same right exists for the FIA, FIM and CIK for any event forming part of one of these bodies' Championships or Series.

Technical Consultants assume primary responsibility for all technical aspects of the category to which they are appointed. They advise the Clerk of the Course and the scrutineers regarding technical matters, and may assist where necessary. Should a Technical Consultant's advice not be heeded, this must be reported to the Clerk of the Course and, failing satisfaction, to the Stewards of the Meeting. Technical Consultants may be utilised by MSA in an advisory capacity, and to assist with the homologation of vehicles.

Where disputes arise concerning technical matters, the final decision rests with the appointed technical consultant/s. Their advice on technical matters may therefore not be disregarded or ignored by a Clerk of the Course, but they do not usurp his/her functions. Technical consultants may make recommendations regarding the imposition of penalties, where appropriate, but the actual imposition of penalties remains the duty of the Clerk of the Course.

While technical consultants are available to give advice to officials and/or competitors, they report to, and are responsible to, MSA directly.

168. SCRUTINEERS

All scrutineers shall hold licences issued by MSA, on the recommendation of the applicable party/s.

a) **TECHNICAL CONSULTANTS**

MSA may appoint qualified Technical Consultants from time to time who are acknowledged experts in any particular field, or who have a specialised and intimate knowledge of a particular make or model of vehicle, or category of motorsport (see GCR 167).

b) **SPECIALIST SCRUTINEERS**

MSA may appoint Specialist **Scrutineers at its sole discretion on application/recommendation by the applicable party/s**. They may carry out technical examinations relating to safety and compliance with vehicle specifications in an appropriate area and shall furnish their reports and recommendations to the Chief Scrutineer or Clerk of the Course.

c) **CHIEF SCRUTINEERS**

A **Chief Scrutineer** is authorised to oversee and take full charge of the scrutineering for any competition held under MSA permit.

d) **ASSISTANT SCRUTINEERS**

Assistant Scrutineers shall not be in charge of an event, but rather they shall first serve under the supervision of a **Chief Scrutineer** until such time as they are deemed to be suitable in all respects to be recommended for **upgrade to Chief Scrutineer**, by the **supervising Chief Scrutineer**.

e) **DOWN GRADING**

A licence may be downgraded if the holder does not make use of it at regular intervals, or otherwise if the holder does not conduct himself and execute his duties to the complete satisfaction of MSA.

169. DUTIES OF PIT AND REPLENISHMENT OBSERVERS

Pit observers shall check the replenishment and servicing of vehicles during a competition. They shall check that the regulations and prescriptions governing replenishment and servicing are obeyed and report in writing any breaches to the Clerk of the Course.

170. DUTIES OF ROAD OBSERVERS AND FLAG MARSHALS

Road observers will occupy posts assigned to them by the Clerk of the Course. As soon as the meeting begins each road observer shall immediately report to the Clerk of the Course by the fastest means available, any incidents or accidents which occur along the section of road entrusted to their care. Flag Marshals are specifically entrusted with the display of flag signals as outlined in Appendix H. They may also be road observers. Any incident observed by either Flag Marshals or Road Observers and so reported, must be followed by a written report directed to the Clerk of the Course.

171. GRADING OF MARSHALS (for relevant categories of motorsport, notably circuit racing) The minimum age of any marshal shall be 16 years (all marshals under the age of 18 years shall remain Junior Marshals until their 18th birthday)

a) **Grade 0 – Novice / Trainee / Junior**

This marshal must attend a basic induction course as approved by MSA. This emphasises track discipline, track safety, personal safety, correct clothing, basic flag and fire training, etc.

If, after completion of the induction course, and he/she has attended three (3) Regional or National race meetings and the Post Chief and the Chief Training Officers are happy with the trainee's performance, plus the successful completion of a written exam, this marshal can be upgraded to a Grade 1 marshal. Obviously, if under the age of 18, this marshal will remain a junior until he/she has reached the age of 18 and may then be upgraded to a Grade 2 marshal.

b) **Grade 1 – Course Marshal**

A marshal must remain at this level for a minimum of 8 race meetings, corporate days or practices. Prior to being upgraded to Grade 2 the marshal must further his / her experience by attending at least four (4) practice/corporate days and at least one (1) practical fire course and flag course. It is also necessary for this marshal to assist at incidents where necessary as well as being primarily involved in cleaning the circuit of debris, oil, etc.

c) Grade 2 – Flag, Fire, Incident Marshal

After fulfilling all the requirements as specified under Grade 1 and deemed capable by the Post Chief and Training Officers, he/she may be upgraded to one of the above positions.

d) Grade 3 – Flag, Fire and Incident Marshal

This position will only be attained by a Grade 2 marshal after attending a minimum of 8 races and a minimum of four (4) practice/corporate days as a Grade 2 marshal as well as having successfully completed and passed a further three (3) training courses. It is also necessary that the Post Chief and Training Officers consider this marshal to be responsible and competent enough to handle this position.

e) Grade 4 – Senior Flag, Fire and Incident Marshal

This position will only be obtained by the grade 3 marshal after attending a minimum of 8 races as a grade 3 marshal as well as having successfully completed and having attended a senior marshal training course approved by MSA. It is also necessary that the Post Chief and Training Officers consider this marshal to be responsible and competent enough and to have the leadership and organisational capabilities to handle this position. By now this marshal must have a good knowledge of flags, fire and incident.

f) Grade 5 – Deputy Post Chief

This marshal must have served as a grade 4 marshal for a period of at least 6 race meetings and completed and passed a Senior Training Course and Examination on all three (3) of the above disciplines plus a Senior Radio Procedure course and found competent as a leader by the Post Chief and Training Officers.

g) Grade 6 – Post Chief

At the discretion of the Chief Marshal and Training Officers this marshal will be appointed as a Grade 6 marshal (Post Chief). It will stand to reason that he/she has adequate experience, knowledge and leadership qualities to take charge of this position as well as a working knowledge of the MSA GCRs.

h) Grade 7 – Deputy Chief Flag, Fire and Incident Marshal

Appointed at the discretion of the Chief Marshal and Training Officers.

i) Grade 8 – Training Officers

Appointed at the discretion of the Chief Marshal and Training Officers.

j) Grade 9 /10– Deputy Chief Marshal / Chief Marshal

This person shall, **unless MSA has granted specific permission to the contrary, have passed the MSA examination related to the General Competition Rules.** The permanent appointment of a Chief Marshal/Deputy Chief Marshal shall only be made after consultation with the Post Chiefs. Any other interim appointment shall be made in consultation with the Clerk of the Course for the event concerned, subject to the appointee being adequately qualified as specified previously. Any person appointed to the position of Deputy Chief Marshal or Chief Marshal shall generally be required to have at least 10 years marshalling experience, and to have served as a Post Chief for at least 5 years.

CIRCUIT MARSHAL POSTS

The location of marshal posts will be determined by the person conducting the Circuit Safety inspection, in conjunction with the Chief Marshal of that circuit, and these will be marked on a plan of the circuit attached to the licence as issued.

Marshal points are to be sited in such a way as to provide maximum visibility of and access to the circuit whilst still providing the marshals with adequate safety.

Marshal Numbers

All marshal posts shall be manned at all times when vehicles are on track by at least two (2) marshals when motorcycles are on track, and by at least three (3) marshals when cars are on track. It is strongly recommended that these numbers be increased wherever possible, particularly in corners where accidents are commonplace. The Clerk of the Course shall be responsible for ensuring that the minimum number of marshals are present at each post prior to allowing a practice session, qualifying session or race to commence.

Any person acting as a Post Chief on a turn shall have at least a Grade 4 Licence, whilst the total number of trainees and junior marshals shall not exceed twenty percent of the total number of marshals present on a turn.

During an Official Practice of qualifying session there shall be a minimum of at least one (1) marshal per point provided that at all times there is a 'crash crew' present on the circuit who shall be immediately available to respond in the event of an incident requiring assistance.

Equipment on Marshal Posts

Flag Points

1. A verbal link to Race Control
2. A full set of flags as described in Appendix H
3. At least one 9kg dry powder fire extinguisher.

Marshal Points

1. Sufficient Fire Extinguishers
2. Brooms, rakes, shovels
3. Cement or other material used to clean up oil spillages, and containers to facilitate the use thereof
4. Verbal link to Race Control
5. Straps to facilitate the movement of a motorcycle (2m).

Marshals' Clothing

1. It is recommended that clothing worn by marshals should be orange (for example pantone 151C). When worn with any other clothing (e.g. jeans, etc.) these should not conflict with any other flag used on the circuit – refer Appendix H.
2. Clothing should primarily be made of natural fibres, i.e. Cotton, and should exhibit a high degree of fire retardation.
3. Raincoats should comply with the colours stipulated in 1) above.

Spares

No marshal is allowed to remove any vehicle part from a circuit. All parts left behind after an incident or accident must be taken to Race Control where the competitor may collect it.

PART VIII

PENALTIES

GCR

172. BREACH OF RULES

Any of the following offences in addition to any other offences specifically referred to previously or hereafter, shall be deemed to be a breach of these rules.

- i) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or employed in any manner in connection with a competition, and the acceptance of or offer to accept a bribe by such official or employee.
- ii) Any action having as its object the entry or participation in a competition of:
 - a) a vehicle which has not been accepted for homologation in a competition of racing requiring such a qualification, or
 - b) a person, or a vehicle otherwise than in a) above, known to be ineligible therefore, or
 - c) a person who is not the holder of a licence appropriate to the event concerned.
- iii) Any fraudulent act or proceeding in connection with a competition or motorsport generally.
- iv) Any proceeding or act prejudicial to the interests of MSA or of motorsport generally shall be deemed a breach of the regulations and disciplinary action may be taken against offenders.

By way of clarification, it is confirmed that the following shall be included in the definition of “prejudicial acts” as per the above:

- Intimidation, either on track or off track.
- Verbal and or physical abuse.
- The distribution/publication via e-mail, cell phone text message or internet website and social media of comments which may be deemed abusive and/or slanderous and/or demeaning and/or inappropriate.
- Acts (including comments and or gestures) which would reasonably be considered by the general public to be offensive or inappropriate.

It is stressed that the above list is not exhaustive, and that each case will be treated on an individual basis.

- v) Competing for, accepting or offering to accept, or advertising an award, in the nature of a title or Championship, in respect of any motorsport competitions unless such award is recognised by MSA.
- vi) Misbehaviour or unfair practice.
- vii) Reckless or careless driving during the course of any competition or practice therefore.
- viii) Any use of substances in any form alien to the body, or of physiological substances taken in abnormal quantities and using abnormal methods, with the sole aim of attaining an artificial and unfair increase in performance in competition, or any use of any quantity of alcohol or cannabis (dagga) or similar substance or derivative. (Refer to MSA Anti-Doping Code).
- ix) Refusal to submit to testing for any of the above substances, as detailed in the MSA Anti-Doping Code.
- x) **Abuse of officials by competitors and/or their family members and/or members of their pit crew. Such breach of the rules may result in the competitors concerned, if found guilty following a hearing, being suspended for a minimum period of six (6) months or six (6) events (whichever is more appropriate), for a first offence.**
- xi) **Display of an old South African (orange, white and blue) flag, either on a competitor's person or on his vehicle. Offenders shall be prevented from starting the event concerned. Organisers and/or officials who display the old South African flag shall render themselves liable to disciplinary action at the discretion of MSA.**

173. PENALTIES

Any person directly or indirectly involved in motorsport committing a breach of the CSIs of the FIA, CIK or FIM, the GCRs, SSRs and Official instructions of MSA, any conditions of an Organising Permit, special track rules, SRs for the competition or official instructions to competitors, may be penalised by the Clerk of the Course, Stewards of the Meeting, a MSA Court of Appeal, MSA or the National Court of Appeal, as the case may be.

174. PENALTIES FOR INVOLVEMENT WITH AN UNSANCTIONED COMPETITION

Any MSA-aligned person or body who involves themselves in any way with an unsanctioned competition (see GCR 76 for fuller details) may have action taken against them by MSA, which action may include the forfeiture of the right to:

- i) hold a MSA competition licence, and/or
- ii) hold any official appointment in connection with the FIA, the CIK, the FIM or MSA.

175. NECESSITY FOR A HEARING PRIOR TO THE IMPOSITION OF ANY PENALTY

Except where circumstances make it impossible to do so, before imposing any penalty, the Clerk of the Course and/or Stewards of the Meeting, a MSA Court of Appeal or MSA National Court of Appeal as the case may be, shall summon the parties concerned to appear before them (such appearance may take place in-person or via electronic means, as appropriate). Such summons shall either be delivered personally or, in appropriate cases, by electronic means to the relevant e-mail address or cell phone number. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend. The procedure at any hearing by the Stewards of the Meeting acting as a court of first instance, shall be in accordance mutatis mutandis with GCRs relating to "hearing of protests". The procedure at any hearing of any appeal by a MSA Court of Appeal, or National Court of Appeal, shall be in accordance with Part "X" of the GCRs.

In the event of a MSA Court of Appeal or the National Court of Appeal, hearing an appeal or conducting a court of enquiry concerning the imposition of civil penalties, the competitor will be deemed to have committed the offence or offences alleged by the provincial authorities or the law-enforcement officer concerned and the onus will be on the competitor to prove that he is not guilty of having committed the offence alleged.

176. PENALTIES FOR TECHNICAL INFRINGEMENTS

- i) Where a vehicle is found not to comply with the applicable technical regulations and specifications the following penalties will apply:
 - a) Where, at the sole discretion of the appointed Technical Consultant (or similar technical representative or body) no advantage has been gained – the competitor shall be fined an amount not less than R10 000. In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven.
 - b) Where advantage has been gained:
 - the driver/rider concerned shall be excluded from the results of the event/race meeting concerned and may be precluded from participation in up to three (3) further events/race meetings counting towards a similar Championship or Series, **details of which must be stipulated by the Clerk of the Course.**
If the Championship or Series concerned has less than three (3) rounds to run, the penalty may also be applied retrospectively (i.e. exclusion from previous events) to achieve the desired number of events.
 - the entrant, if other than the driver/rider, may be fined an amount of up to R300 000.
- ii) None of the above shall preclude MSA from taking further action against an offending competitor and/or entrant, should such action be deemed warranted.
- iii) MSA reserves the right to publish the details of any non-compliance with the technical regulations and resultant penalties.

177. SCALE OF PENALTIES

The following scale indicates penalties in order of increasing severity that can be adopted by all officials:

- i) Reprimand
- ii) Fine (*The following are the MAXIMUM fines which may be imposed by:*)
 - a. The Clerk of the Course other than for events inscribed by the FIA/FIM.....R 150 000
 - b. Stewards of the Meeting.....R 300 000
 - c. MSA Court of Appeal or MSA Court of Enquiry.....R 600 000
 - d. MSA National Court of AppealR 1 500 000
 - e. Fine in terms of GCR 176..... R 300 000
- iii) Time Penalty
- iv) Exclusion

The following scale indicates penalties in order of increasing severity that can only be imposed by formal MSA Courts:

- v) Suspension and withdrawal of licence
- vi) Disqualification
- vii) In addition to any other penalty, forfeiture of Championship points, which shall only be imposed by MSA or the National Court of Appeal, (except as provided for GCR 176).

One or more of the above penalties may be imposed as a result of a single finding, or an option of paying a fine introduced.

A fine may not, however, be imposed in lieu of exclusion for non-compliance with the technical regulations or specifications unless the contravention is of a minor nature that the appointed Technical Consultant agrees would afford absolutely no advantage to the competitor.

178. SENTENCE TO A REPRIMAND OR FINE

A reprimand or fine may be imposed by the Clerk of the Course, Stewards, MSA Court of Appeal, the National Court of Appeal, FIA, CIK, FIM, provided that any fine that may be imposed shall not exceed the limits specified in these rules. A fine may be imposed on an official, entrant, competitor, driver, navigator, co-driver **or** assistant who does not comply with an instruction from a responsible official. In addition, fines may be imposed upon clubs, organisers and promoters.

179. LIABILITY TO PAY FINE

An entrant shall, if called upon to do so, be responsible for the payment of any fine imposed on his drivers, navigators, co-drivers, etc. and in such circumstances in the event of non- payment, may be suspended under GCR 184 equally and simultaneously with the person on whom the fine has been imposed.

180. TIME LIMIT FOR PAYMENT OF FINES, COSTS AND SCRUTINEERS FEES

- i) Fines and/or any costs ordered to be paid shall be paid within forty-eight (48) hours of being imposed (Saturdays, Sundays and Public Holidays excluded) and any delay in making payment will entail suspension of licence (in the case of competitors and officials), or suspension of rights to stage events (in the case of clubs).
- ii) Where the Clerk of the Course, Stewards, MSA Court of Appeal or National Court of Appeal are involved where Scrutineers are concerned, they shall also make an order as to the responsibility for payment of such fees which will become payable within forty-eight (48) hours thereof, (and subject to suspension as mentioned above).
- iii) The lodging of a protest and/or appeal does not suspend the necessity to pay a fine and/or a costs order within the specified time limit.
- iv) Any fine and/or a costs order not paid within seven (7) working days of being imposed, will automatically be doubled.

181. ALLOCATION OF PROCEEDS FROM FINES

The proceeds from all fines imposed shall be remitted to MSA.

182. EXCLUSION / PRECLUSION FROM PARTICIPATION

In addition to the liability for penalty referred to in GCR 173, a person, body, vehicle or motorcycle shall be liable to a sentence of exclusion/preclusion from participation:

- i) if shown to have been forbidden by the proper authority to take part in, or in connection with, any particular competition; or
- ii) for having taken part in any competition, if shown to have been ineligible to do so, to have been eliminated therefrom or to have been forbidden by the proper authority to participate in any event, or in connection with the competition, or to be placed therein.

Any entry fee paid by or in respect of the person, body, vehicle or motorcycle entered for the competition to which the sentence relates, shall be forfeited to the promoters.

183. SENTENCE OF EXCLUSION/PRECLUSION

A sentence of exclusion and/or preclusion from participation may be pronounced by the Clerk of the Course, Stewards of the Meeting, MSA Court of Appeal or by a body set up by MSA or by the National Court of Appeal. It may preclude the competitor from taking part in one or several competitions at a meeting in a Championship, Trophy, Cup or Series. It may have the effect of removing a competitor from the results of one or more events. It may also have the effect, in the case of serious offences, of excluding a competitor from a Championship, Trophy, Cup or Series, in which case it will entail the loss of any points gained and the loss of all awards from the events for which the exclusion has been ordered.

Where races or heats are run at the same meeting for a particular category of sport, an exclusion applied for non-compliance with the specifications in one race or heat shall apply equally to the other race or heat in the same category, except in exceptional circumstances where it is obvious that the non-compliance was only in respect of one race or heat.

Where a competitor is precluded from participation in future events and one of these events is cancelled for whatever reason, the sentence of preclusion shall be extended to include a further event counting towards the same Championship or Series i.e. the cancelled event is disregarded for the purpose of the sentence of preclusion. Should an event be postponed, rather than cancelled, and the competitor's sentence of preclusion is extended to include a further event, he shall be permitted to compete in the event so postponed. Decisions in the aforementioned regard shall rest with MSA.

184. PRECLUSION FROM PARTICIPATION OR SUSPENSION OF COMPETITOR, BODY OR OFFICIAL

A sentence of suspension may only be pronounced by the Stewards, MSA Court of Appeal, MSA or National Court of Appeal. It is reserved for serious offences. It may be either National or International. While in force it will entail the loss of any right to take part in any capacity whatsoever in any competition held on the territory of the ASN or FMN where the sentence was pronounced in the case of a National suspension, or on any territory in which the authority of the FIA/CIK/FIM is recognised in the case of an International suspension. In all cases it will result in an immediate withdrawal of the competition licence from the person concerned.

A sentence of National suspension pronounced by MSA shall be limited to the territory of same. A sentence of International suspension pronounced by MSA shall immediately be notified to the FIA/CIK/FIM Secretariat, which shall immediately instruct all other ASNs or FMNs to enforce the sentence.

185. WITHDRAWAL OF LICENCE FOLLOWING SUSPENSION**i) National Suspension**

Every licence holder who is suspended Nationally shall immediately have his **MSA** licence **deactivated on the MSA IMS, and notified in writing**. If the licence is an International licence from a foreign country, it may be endorsed as not valid in the Republic of South Africa. At the end of the period of National suspension, the licence will be **re-activated on the MSA IMS, and notified in writing**.

ii) International Suspension

Every licence holder who is suspended Internationally shall **have** his licence **deactivated on the MSA IMS, and notified in writing**, until the term of the International suspension has expired.

186. DISQUALIFICATION

- i) A person, body, vehicle, or make of vehicle, shall be disqualified when expressly forbidden by the proper authority to take part in or be connected with any competition whatsoever.
- ii) Disqualification shall always have International effect, and shall be notified in the same manner as a sentence of International suspension (see GCRs 184, 187, 188 and 189 for disqualification of a vehicle).
- iii) Disqualification shall render void any previous entry made for any competition and any entry fee paid or payable shall be forfeited to the promoters.

187. SENTENCE OF DISQUALIFICATION

- i) A sentence of disqualification shall entail the permanent loss for the person or body concerned of any right to take part in any manner in any competition whatsoever.
- ii) It may only be pronounced by MSA or the National Court of Appeal and will be reserved for cases of extreme gravity.
- iii) Where the disqualification relates to a competitor, it entails the immediate return of the competition licence to MSA.

188. SUSPENSION OR DISQUALIFICATION OF A PARTICULAR VEHICLE

MSA may suspend or disqualify a particular vehicle (see GCR 184 and 187) in consequence of a breach of the code of these rules by the entrant or the driver or by the manufacturer or his accredited representative.

189. SUSPENSION OR DISQUALIFICATION OF MAKE OF VEHICLE

MSA may suspend a make of vehicle within its own territory for a breach of the code of these rules by the manufacturer of such make, or his accredited representative. If MSA wishes a suspension of make to apply Internationally or if it desires to disqualify a make of vehicle, the question shall be decided by an arbitration committee of the FIA / FIM or CIK.

190. NOTIFICATION OF PENALTIES TO INTERNATIONAL SPORTING FEDERATIONS

A suspension, when applicable Internationally, and a disqualification, will be communicated to those International Federations designated by the FIA/FIM/CIK which have agreed to apply on a reciprocal basis, the penalties inflicted by the FIA/FIM/CIK.

191. STATEMENT OF REASONS FOR SUSPENSION OR DISQUALIFICATION

In notifying sentences of suspension or disqualification to the FIA/FIM/CIK, it shall be necessary for MSA to give its reasons for inflicting such penalty, but the reasons shall in no case be published.

192. LOSS OF AWARDS

Any competitor excluded, suspended or disqualified during or after competition will lose the right to obtain any of the awards assigned to said competition.

193. AMENDMENT TO THE CLASSIFICATION AND AWARDS

The Stewards of the Meeting shall declare any amendment to the placing and awards.

194. PUBLICATION OF PENALTIES

The FIA, the FIM, the CIK or MSA shall have the right to publish or cause to be published a notice stating that it has penalised any person, vehicle or make of vehicle. Persons referred to in such notice shall have no right to action against the FIA, the FIM, the CIK or MSA, or against any person publishing the said notice and may incur disqualification if such an action is taken.

195. REMISSION OF SENTENCE

- i) MSA shall have the right to remit the unexpired period of a sentence of suspension or to remove disqualification on such conditions (if any) which it may determine.
- ii) MSA shall also have the right, if circumstances warrant such action, to overrule or reduce penalties imposed by a Clerk of the Course or the Stewards of the Meeting, without the necessity of a hearing. In the event of a penalty being so reduced, a competitor/entrant who did not lodge a formal protest against the original penalty imposed, shall have no right of protest against the reduced penalty.

196. ORDER AS TO COSTS

When giving judgement, the Clerk of the Course, Stewards of the Meeting, MSA Court of Appeal or National Court of Appeal, shall order the imposition of such costs, including the order as to the forfeiture, in full or in part, of the protest fee and/or appeal fee, as they deem fit. Where scrutineering costs are involved, these must be ordered also (see GCR 180).

If the protest/appeal is not upheld and dismantling has been involved, the competitor who lodged the protest shall pay the costs of preparing the vehicle or parts for examination, dismantling and reassembly, together with the relevant officials' fees. The findings will include, but are not limited to, a fee which will incorporate all these associated costs. Any amount deposited with MSA as estimated costs may be used as a contribution towards these costs.

If the protest/appeal is upheld and dismantling has been involved, the competitor who has been protested/appealed against shall pay the costs of preparing the vehicle or parts for examination, dismantling and reassembly, together with the relevant officials' fees. The findings will include, but are not limited to, a fee which will incorporate all these associated costs. Any amount deposited with MSA as estimated costs will be returned to the competitor who has submitted the protest.

Payment of costs ordered shall be made to MSA within forty-eight (48) hours of their being imposed (Saturdays, Sundays and Public Holidays excluded) (see also GCR 180 and any delay in payment will entail suspension).

Proceeds from costs shall be used to offset the costs arising from scrutineering, hearings, including payment of court members, as well as the purchase of year- end trophies, awards and regalia.

PART IX

PROTESTS

PROTEST FEES (VAT not applicable)

The following protest fees will apply in all instances,

| | |
|------------------------------|----------|
| a) International events..... | R 20 000 |
| b) National events..... | R 10 000 |
| c) Regional events..... | R 5 000 |
| d) Club/Social events..... | R 2 000 |

NOTE: Any organiser / promoter / Secretary **of the Meeting** who permits a competitor to pay for a protest via a credit / debit card at the circuit must include the relevant bank charges into the fee payable as the full protest amount is due and payable to MSA free of any charges.

GCR

197. THE RIGHT TO PROTEST

The right to protest lies solely with any entrant, competitor or official who may consider himself/herself rightfully aggrieved by any decision, act or omission of an organiser, official, competitor, driver or other person connected with any competition in which he/she is or has been taking part/officiated in.

198. LODGING A PROTEST

- i) A protest to be considered by the Stewards, must be lodged directly with the Stewards or the Clerk of the Course, his deputy or the Secretary of the Meeting.
- ii) Every protest shall be in writing, stating the name and address of the protestor, the grounds for the protest, be signed by the competitor or driver making the protest, be accompanied by the fee laid down in **these rules**, and be lodged within the appropriate time limit as specified below.
- iii) The time of receipt and acknowledgement of payment of the correct fee must be noted thereon by the person with whom it is lodged. Payment of protest fees may be in the form of cash or electronic fund transfer (EFT). In the event of a payment being dishonoured the protestor will be subject to any disciplinary action MSA may deem fit, including disqualification.
- iv) Where a protest involves a technical inspection by MSA Scrutineers, the items and/or components to be inspected shall be specifically described and listed in the protest. A copy of the protest shall be given to the Chief Scrutineer, who will agree with the Clerk of the Course and the competitors concerned, **in writing**, when and where the necessary inspection will take place.
- v) Where the protest does not fully comply with the provisions above, the Stewards must accept it unless the provisions of GCR 203 apply. The Stewards can, however, require the protestor to re-submit the protest correctly and may impose penalties for non-compliance with the regulations in the first instance.
- vi) Where more than one vehicle is being protested, a separate protest must be lodged in each case, i.e. it is not permissible to protest more than one vehicle with a single protest.

199. DEPOSITS TO BE PAID

In appropriate instances (for example, where detailed technical examinations are required), the Stewards of the Meeting and/or MSA may, at their sole discretion, require a protestor to lodge a financial deposit with MSA to cover costs, the protestor could potentially be held liable in the event of his/her protest being unsuccessful.

200. TIME LIMITS FOR PROTESTS

- i) A protest against acceptance of an entry, instructions to competitors or the length of the course:

- a) Race and speed events – not less than one (1) hour before the start of practice for the event in question.
- b) Other events – not less than one (1) hour before the start of the event in question.
- ii) A protest against handicap, make up of a heat, or qualification for a heat or final – not less than one (1) hour before the time laid down for the start of the event, heat or final.
- iii) A protest regarding starting position/s – within ten minutes of the notification of such positions.
- iv) A protest against a decision of a Scrutineer or Clerk of the Course, by the competitor directly concerned – within thirty (30) minutes of that decision being notified to that competitor in writing.

For rallies, if this notification is handed down during the running of the event, the time limit for lodging a protest shall be thirty (30) minutes after the relevant competitor/s has/have completed the leg during which the notification was received.

For decisions delivered after a deferred protest hearing – within forty-eight (48) hours of that decision being notified to the relevant parties in writing.

- v) a) A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent – within thirty (30) minutes of the vehicle being approved by the Scrutineer.
- b) A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent but only becomes visible at a later stage – within thirty (30) minutes of the protestor or protested having finished the race or event, whichever is the later.
- c) If any part or parts have been changed after scrutineering and are alleged to be ineligible – within thirty (30) minutes of the protestor or protested having finished the race or event, whichever is the later.
- vi) A protest against the eligibility of any vehicle, or part of vehicle, when the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible – within 20 minutes of the performance that gives rise to the protests.
- vii) A protest against any mistake or irregularity occurring whilst the competition is taking place – within thirty (30) minutes of the protestor finishing the event.
- viii) A protest concerning the results of a competition – within thirty (30) minutes of the publication of provisional results or, if results are published in accordance with GCR 141 (x) (c), within seven (7) working days of the date of electronic publication (normally via email or publication on the MSA website).
- ix) A protest against points in a Championship – **within seven (7) working days of the first publication of the points in dispute in an official document (e.g. Interim Championship point's logs, programmes, etc.).**
- x) A protest concerning driving conduct – thirty (30) minutes after notification to competitors of the Clerk of the Course's decision on the incident concerned.

Note: The Clerk of the Course or the Stewards of the Meeting may amend the above time limits if they are of the opinion that circumstances make the lodging of a protest physically impossible within the time quoted.

201. ACTION BY THE STEWARDS ON RECEIPT OF A PROTEST

- i) They shall consider all protests as urgent. They shall take steps as soon as possible to convene a hearing. **However, where a competitor has been precluded from further participation in the event/race meeting concerned and it is not possible for the protest to be heard in the available time. The penalty of preclusion shall be suspended pending the protest hearing taking place. Should the competitor subsequently lose his protest, he will be excluded from the results from the race/event that he should have been precluded from participation in.**
- ii) They shall personally or through the Clerk of the Course, notify the protestor and the party/s protested against of the time and place of such hearing and the details of the protest.

- iii) They shall notify the Clerk of the Course that a protest has been received if such has come to them directly.
- iv) The merits of, or grounds for a protest, may not be heard before they have established that the protest is in writing, is accompanied by the correct fee and has been timeously lodged. They may not however, give a finding in this regard without first giving the protestor an opportunity to state why the protest appears to have been incorrectly lodged in terms of GCR 198 or appears to be inadmissible in terms of GCR 203. The protestor shall also be given an opportunity to call witnesses in support of his argument. The finding shall be given solely on the admissibility of hearing the protest.

A protestor dissatisfied with the findings of the Stewards of the Meeting, may appeal to a higher court. Only where a finding in favour of the protestor/appellant has been given, may the grounds of the protest be dealt with.

The Appeal Court, if finding that in the circumstances prevailing at the time, the protest was correctly lodged, shall refer the grounds of same to the Stewards of the Meeting for hearing.

202. PROTEST HEARINGS

The concerned parties shall be summoned to appear - preferably in writing where possible. The Stewards of the meeting must ensure that a summons has been personally received by all persons concerned.

Legal representation is not allowed in protest hearings, but the involved parties may be represented by fellow competitors taking part in the same event or club/association committee members provided that any such representative may not be a practicing attorney or advocate.

Where a party involved in a hearing wish to exercise his right to representation in terms of the above, he/she shall notify the Clerk of the Course and/or the Stewards of the Meeting of his intentions in this regard. The other parties involved in the hearing shall then be afforded the opportunity to avail themselves of similar representation if they so wish.

In the absence of any of the parties or witnesses at the hearing, judgment may proceed by default. The parties may be accompanied by witnesses and during the hearing the Stewards may allow further witnesses to be called. The protestor must state the case of the protest first and the other party/s will proceed after the protestor. The protestor and person or persons protested against shall remain in the hearing and be party to all evidence led and shall be allowed to cross-examine. Where a technical matter is concerned, the Stewards shall consider the report of the **MSA** Scrutineers and recommendations of the MSA Technical Consultant (where applicable) and may not ignore these.

While protest hearings are of necessity informal, it is stressed that order must be maintained. Hearsay evidence may be led and will be given due weight by the Stewards of the Meeting. The interested parties should be asked to retire from the venue of the hearing while the Stewards of the Meeting deliberate and come to a decision on the protest.

If judgement cannot be given immediately after the hearing then the parties concerned shall be advised within one (1) hour of the end of the hearing of the time and place at which the decision will be given. In case of a split vote amongst the Stewards of the Meeting, the MSA Steward shall have the casting vote (see GCR 152 xxv).

203. INADMISSIBLE PROTESTS

A protest shall be inadmissible if:

- i) it is against the refusal of an entry;
- ii) it is a collective protest (signed by more than one entrant or driver);
- iii) it is late, unless receipted in terms of GCR 200 (Note);
- iv) it is in bad faith, frivolous or vexatious.

v) It is accompanied by the incorrect protest fee

204. FINDINGS OF THE STEWARDS OF THE MEETING

The Stewards of the Meeting shall render their decision to the parties concerned after the hearing. This may be conveyed orally but must be followed by a written decision within one (1) hour and be posted on the official notice board or be included with the provisional results. The parties must be reminded of their rights of appeal in the case of events of Regional Championship status or higher. For events below Regional Championship status, the Stewards' decision on protests is final, with no right of further appeal being available.

All parties concerned shall be bound by the decision handed down, subject to the rights of appeal hereinafter provided (Refer to Part X of **these GCRs**).

205. TREATMENT OF PROTEST FEE

Where a protest fails, the protest fee shall be retained and forwarded to MSA. Where a protest succeeds, the protest fee paid (less a 10% administration fee) shall be returned to the protestor.

206. FRIVOLOUS OR VEXATIOUS PROTESTS

If the Stewards of the Meeting, or any higher MSA appeal body, find a protest to have been lodged in bad faith and/or to be frivolous and/or vexatious, the protestor shall be deemed guilty of a breach of these rules. In such cases, any protest or appeal fees paid shall be forfeited and the offending party may be further penalised.

207. PROTEST AFFECTING THE PRIZE-GIVING AND AWARDS

No cash or awards may be given out until the time-limit for protests and appeals has expired and the Clerk of the Course has signed the final results.

If a protest has been lodged with the Stewards, and their decision has not yet been made, they may permit such awards and prizes as are not affected by the protest, to be awarded. In that case the list of awards and prizes must be published provisionally and bear the wording "subject to protest and appeal".

PART X

APPEALS AND ENQUIRIES

GCR**208. JURISDICTION**

- i) MSA, through its National Court of Appeal, constitutes for its own licence holders a final court of judgement empowered to settle finally any dispute or appeal which occurs in its own territory. If any dispute occurs between a member, club or body bound to MSA, and MSA itself, which has not been resolved by an MSA Court of Appeal, this must be treated as an appeal to this court, which will render the final decision.
- ii) Similarly, it constitutes for competitors licenced by a foreign club, the court at which an appeal from them must be heard. However, the decision made there in this instance may be subject to appeal (see GCR 224). In exceptional circumstances an appeal may be transmitted directly to the FIA, CIK or the FIM International Court of Appeal provided that the appellant and MSA, to which this appeal would normally be directed, and the FIA, CIK or the FIM executive committee agree to such procedure.
- iii) Subject to the provisions of this GCR no dispute may be submitted to the National Court of Appeal unless such a matter has first been considered by an MSA Court of Appeal
- iv) A dispute may only be submitted to an MSA Court of Appeal against a decision of the Stewards as otherwise provided for in these rules.
- v) Courts of enquiry shall act as courts of first instance in all matters and may also consider disciplinary matters not heard during the event by the Stewards.
- vi) Appeals to be considered during the event against decisions of the Stewards on a protest are to be dealt with by MSA Courts of Appeal.
- vii) Appeals which are not considered during the event and which are against decisions of the Stewards on a protest are to be dealt with by MSA Courts of Appeal.
- viii) All hearings and appeals in terms of **these GCRs** are held de novo.
- ix) Notwithstanding anything to the contrary in any GCR, no appeal shall lie from a judgement or order of an MSA Court of Appeal to the National Court of Appeal (Subject to the provisions of GCR 212), except: -
 - a) where it is alleged that a gross miscarriage of justice has occurred; and/or
 - b) where it is claimed that the penalty is wholly inappropriate for the offence.
- x) Frivolous or vexatious appeals: If an MSA Court finds that an appeal has been lodged in bad faith and/or to be frivolous and/or vexatious, the appellant shall be deemed guilty of a breach of these rules. In such cases, any appeal fees paid shall be forfeited and the offending party may be further penalised.
- xi) Formal/official communications flowing from MSA Courts will generally take the form of directives.

209. MSA NATIONAL COURT OF APPEAL

MSA may nominate persons for appointment to the National Court of Appeal by the MSA Board of Directors. The members of the National Court of Appeal appoint their own President. Not less than two (2) members of the National Court of Appeal shall constitute a quorum for the purpose of hearing such an appeal. The members of this court of appeal may not preside on a case if they have been involved in any way with the competition or have participated in any way in any earlier decision or have any conflict of interest with the matter under consideration.

210. MSA COURT OF APPEAL

- i) A quorum for any MSA Court of Appeal shall normally be three (3) members but shall not be less than two (2) members.
- ii) Any MSA Court of Appeal may impose a penalty notwithstanding that no penalty was imposed by any other court referred to in the GCRs.

- iii) An MSA Court of Appeal may also, in respect of MSA Licence holders, act as a court of first instance and enquire into disciplinary matters not heard by the Stewards of the Meeting.
- iv) Where an appeal against the findings of a protest cannot be heard during the event in question, that appeal shall be referred to an MSA Court of Appeal.
- v) Where a disciplinary hearing cannot be heard during the event, that hearing will be dealt with by a Court of Enquiry.
- vi) Legal representation is not permitted – **see GCR 220.**
- vii) Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend.

211. COURTS OF ENQUIRY

MSA shall be entitled, at its sole discretion, to convene a Court of Enquiry to investigate a breach of any of the GCRs, SSRs or SRs, whether or not such breach has been the subject of a protest and/or appeal.

- i) Such Court of Enquiry shall be entitled to impose any of the penalties referred to in the GCRs, SSRs and SRs;
- ii) In the first instance, such Court of Enquiry will be convened as an MSA Court of Appeal and any decision made by it may be considered by the National Court of Appeal, subject to leave having been granted as documented in GCR212.
- iii) Any MSA Court of Appeal or National Court of Appeal sitting as a Court of Enquiry shall not be precluded from imposing a penalty notwithstanding that no penalty was imposed by any other court referred to in the GCRs.

212. LEAVE TO APPEAL

A) Leave to Appeal to an MSA Court of Appeal

For Regional Championship events and higher, if a Steward's decision has been issued or any dispute arises due to amended results from a protest (as allowed in GCR 156(x)) or the actions/decisions of an MSA official or MSA committee/member, the aggrieved party has the right to appeal to a MSA Court of Appeal. The appellant must submit a detailed formulated appeal (refer to GCR 219) outlining the background of the issue and why they are appealing the decision within seven (7) working days from when a finding/decision was delivered, along with payment of the required R30 000 appeal fee.

Failing submission of a formulated appeal and the requisite payment within the stipulated time frame, the right of appeal shall automatically lapse, and any fees paid shall be forfeited.

B) Leave to Appeal to an MSA National Court of Appeal

Where a matter is considered by an MSA Court of Appeal, a party aggrieved at the outcome may apply to the NCA for leave to appeal. Such application for leave to appeal must be submitted in writing, detailing fully the background to the matter and the reasons why leave to appeal should be granted, within seven (7) working days of the written notification of the MSA Court of Appeal's findings and be accompanied by payment of a fee of R30 000.

Three (3) members of the NCA shall consider an application for leave to appeal on the papers only (no hearing will take place) and their decision shall be final. Where the NCA panel rejects an application for leave to appeal, the fee paid shall be forfeited.

The NCA may, but shall not be obliged to, call for an application for leave to appeal to be supplemented, should the applicant wish to do so, in the respects deemed necessary and within a specified reasonable period not exceeding five (5) working days.

Where the NCA panel grants leave to appeal, the applicant shall submit a formulated appeal (see GCR 219) within seven (7) working days of the leave to appeal being granted, together with payment of the appeal fee of R60 000 (the leave to appeal fee paid will be credited against this amount so the actual additional amount payable will be R30 000).

Failing submission of a formulated appeal and payment of the required fee within the stipulated time frame, the right of appeal shall automatically lapse, and any fees paid shall be forfeited.

Such formulated appeal shall be considered during a formal hearing by the NCA. No member of the NCA shall be disqualified from being involved in any appeal solely by reason of having been involved in an application for leave to appeal in the same matter. The members of the NCA may, but shall not be obliged to, direct verbal argument to be submitted on and/or for the papers to be supplemented in any respect as deemed necessary. They shall not be obliged to furnish any reasons for any decision taken or directive issued.

213. DEPOSITS TO BE PAID

Where deemed appropriate, an appellant may be required to lodge a financial deposit with MSA to cover costs he/she could potentially be held liable for in connection with his/her appeal.

214. APPEAL-RELATED TIME LIMITS

A. Appeal to MSA Court of Appeal arising from a decision of the Stewards

Where an appeal arises from a decision of the Stewards of the Meeting, the process as per GCR 212 A must be followed.

B. Appeal to MSA Court of Appeal arising from the results of a meeting, the actions of an official or MSA committee/member, or a matter not covered by A or C of GCR 214.

A formulated appeal must be submitted within seven (7) working days of the publication of the amended results or action/decision giving rise to the dispute.

C. Appeal to MSA National Court of Appeal

An application for leave to appeal, and any subsequent formulated appeal, shall be submitted in accordance with the provisions of GCR 212 B.

NOTE: The MSA Court of Appeal or the MSA National Court of Appeal (where applicable), at its sole discretion, may extend the time limits if the applicant provides a detailed submission requesting condonation.

215. RIGHTS OF APPEAL

- i) Every competitor, whatever his/her nationality, shall have the right to appeal against any sentence or decision pronounced on him/her or affecting them by the Stewards of the Meeting except those decisions referred to in the present rules as being definite and final.
- ii) Any person or body subject to a decision of MSA has the right of appeal against such decision, subject to the provisions of GCR 208 (ix).
- iii) Where the decision on appeal concerns a competitor, licenced by a foreign club, the appeal may be carried to the FIA, FIM or CIK as the case may be, but only by the ASN or FMN which issued the licence.

216. INADMISSIBLE APPEALS

Appeals that are inadmissible are those:

- i) against the refusal of a lower court to hear a protest not lodged in terms of the regulations, or against the decision of a Judge of Fact, or the refusal of the lower court to hear a collective protest (signed by the entrants and/or drivers of more than one entered vehicle);
- ii) against the refusal of a lower court to hear a protest against the refusal of an entry;
- iii) against the decision of MSA to withhold the declaration of a champion;
- iv) arising from disputes submitted to a higher appeal body where the appeal was not submitted to the appropriate lower appeal body for its consideration;
- v) which fail to comply with the conditions that prescribe the form, content and lodging procedures;
- vi) contrary to the provisions of GCR 208 (ix);

217. APPEAL AGAINST PRECLUSION FROM PARTICIPATION DURING EVENT

Where a competitor is precluded from taking further part in an event / race meeting and loses a protest against said preclusion, he may advise the Stewards of the Meeting in writing of his intention to follow the appeal process as stipulated in GCR 212. Any such written notification to the Stewards must be accompanied by the applicable appeal fee of R30 000. Such notice to the Stewards, and payment, shall suspend the penalty of preclusion, pending the outcome of the eventual appeal application. If the competitor fails to proceed with the appeal process, the fee paid will be forfeited and he/she shall be excluded from the results of the event participated in 'under appeal'.

218. SUSPENSIVE EFFECT OF APPEALS

The lodging of an Appeal against a decision of the Clerk of the Course, or the giving of Notice of Intention to Appeal (refer GCR 217) against a decision of the Stewards of the Meeting, does not suspend any penalty that may have been applied or endorsed, during the Meeting out of which the decision has arisen.

After the conclusion of the Meeting out of which a decision has arisen, if Notice of Intention to Appeal against a Stewards' decision (refer GCR 217) has been given, the operation of any sentence or decision will be suspended until the disposal of the Appeal by the relevant MSA Court.

If a sentence of suspension is upheld, the Competitor concerned will be excluded from the results of any competition in which he has competed pending the hearing of the Appeal. In coming to a judgement, the relevant MSA Court can take into account any benefit the Appellant may have gained through appealing.

219. FORM OF APPEAL AND APPEAL FEES

- i) All appeals shall be in writing, specifying briefly the decision appealed against and the grounds of appeal, the relevant rule numbers, be signed by the appellant, and shall state the address to which communications shall be sent.
- ii) Payment of appeal fees may be in the form of either cash or electronic funds transfer (EFT), provided however that payment (in the case of an EFT) is honoured within forty-eight (48) hours of same having been tendered, failing which the appeal will be considered null and void and the appellant will be subject to any disciplinary action which MSA may deem fit.
- iii) MSA may, at its sole discretion, waive the necessity for payment of an appeal fee, if circumstances warrant (such waiving of the appeal fee shall normally only be considered in cases where the appeal is being lodged by an official).

220. HEARINGS

Hearings will be conducted electronically (e.g.: Teams, Zoom), any deviation thereto will be at the sole discretion of MSA. All parties concerned shall be given adequate (generally a minimum of seven (7) working days) notice of the hearing, and they shall be entitled to call witnesses. Every notice summoning an individual to a hearing shall state the capacity (e.g. defendant, witness, etc.) in which he/she is being required to attend. The hearing may proceed to judgment in default of appearance by any party or witness. In the case of an appeal to a MSA Court, the parties concerned shall state their cases personally. Representation by a fellow competitor in the same event or a committee member of the MSA-affiliated club/association of which the appellant is a member is allowed, but such person may not be a practicing attorney or advocate or be entitled to be admitted as either. Where the appellant is a practicing attorney or advocate, MSA reserves the right to appoint a practicing attorney or advocate as a member of the Court. Notwithstanding the foregoing legal representation is allowed in hearings conducted by the National Court of Appeal.

Where an appellant intends exercising his/her right to legal representation in a hearing of the National Court of Appeal, MSA is to be advised of this fact, and the identity of the representative, at least seven (7) calendar days prior to the scheduled hearing. MSA shall then decide whether or not to obtain legal representation of its own and/or to allow the other parties in the hearing to obtain legal representation. Where an appellant fails to advise MSA of his/her intention to exercise his/her right to legal representation in terms of this regulation, the court shall be empowered to take

appropriate action so as to prevent prejudice to MSA and/or the other parties involved in the hearing. Hearings are not public and are reserved for the parties and representatives of the promoter and organisers concerned. MSA may, **at its sole discretion**, invite parties to the hearing, in the capacity of observers.

MSA are entitled to call upon witnesses, affected/interested parties, specialists or experts whose evidence they deem to be useful in assisting the court. The parties involved in the hearing are also entitled to call witnesses including specialists or experts, but it is their responsibility to ensure their attendance.

Where a technical matter is concerned, the court shall consider the report of the **MSA** Scrutineers and recommendations of the MSA Technical Consultant (where applicable). Said reports and/or recommendations shall be taken into account, and acted upon, by the court unless the court is reasonably of the view that they are simply incorrect and/or unfair and/or made with malicious intent. The merits of, or grounds for appeal, may not be heard before the court has established that the appeal has been lodged in terms of GCR 214 and GCR 219. The appellant may call witnesses in this regard. The appeal court shall then give a finding on the admissibility of hearing the appeal. An appellant dissatisfied with the finding may appeal to the higher court but shall confine the appeal to showing why the lower court erred in finding the original appeal to be inadmissible. If the higher court finds that in the circumstances prevailing at the time the appeal to the lower court/s was correctly lodged, the grounds of the appeal shall be referred to the lower appeal court involved for hearing.

221. JUDGEMENT

An MSA Court of Appeal or the National Court of Appeal may decide that the penalty or decision appealed against may be waived or, if it should so decide, the penalty may be mitigated or increased, but shall not be empowered to order any competition to be re-run.

222. FINES AND COSTS – APPEALS AND ENQUIRIES

Fines, costs and any other monies (excluding protest and appeal-related fees, which must be paid in accordance with the time limits laid down in these rules) shall be paid within forty-eight (48) hours of being imposed. Any delay in making payment will entail suspension (see also GCRs 180 and 196).

223. PUBLICATION OF JUDGEMENT

The FIA, the FIM, the CIK or MSA shall have the right to publish or cause to be published a judgement, and to state the names of all parties involved. The persons or bodies referred to in such notice shall have no right of action against the FIA, the FIM, the CIK or MSA or against any persons printing or publishing the said notice and may be disqualified if such action is taken (see GCR 122).

224. JURISDICTION OF THE FIA, FIM AND CIK

A right to appeal to the FIA, CIK, or FIM, shall only arise from International events if:

- i) the appeal is brought before the FIA/FIM/CIK by an ASN or FMN on behalf of the appellant, and
- ii) the decision appealed against is a decision relating to a licence holder, a vehicle or make of vehicle belonging to the territory of an ASN or FMN other than MSA.

DETAILS OF APPEAL PROCEDURE ARE CONTAINED IN THE INTERNATIONAL SPORTING CODE OF THE FIA AND THE DISCIPLINARY AND ARBITRATION CODE OF THE FIM.

PART XI

REGULATIONS APPLICABLE TO MOTORSPORT SOUTH AFRICA

SANCTIONED EVENTS

These regulations apply in their relevant sections to all competitions organised under MSA permit unless covered by SSRs for specific categories of motorsport.

GCR

- 225.** Where there is a contradiction between the GCRs and SSRs, the latter take precedence except where the category regulations provide otherwise. This does not apply to International events, which are run under the relevant International Sporting Codes.

226. INTERPRETATION OF REGULATIONS AND SPECIFICATIONS

In interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.

The following regulations apply to the approval and organisation of Championships:

- i) With the exception of any Championship open to members of the organising club and identified solely by the names of the clubs, the status or title of "Championship" may not be used in respect of any competition or Series unless MSA shall first have approved the use of the title and regulations governing the proposed Championship.
- ii) Applications for all proposals that MSA institute a new Championship, Challenge, Series, Cup, Trophy, etc. must be fully motivated and be accompanied by full particulars of the prize money, awards and trophies to be offered, together with the proposed Championship Challenge, Series, Cup or Trophy regulations in draft form, and particulars of any proposed sponsorship/s, to be submitted as follows:

In respect of Regional Championships, namely where the scope of the Championship is confined to one of the under-mentioned areas:

Northern Regions (Gauteng, Mpumalanga, North West, Limpopo)
Western Cape
KwaZulu-Natal
Eastern Cape / Border
Free State / Northern Cape

In respect of applications for new National Championships, these shall be addressed to the Chief Executive Officer, who shall refer all such applications to the MSA Board of Directors.

- iii) The MSA Regional Committees will consider all applications for Regional Championships, and will thereafter submit them with their recommendations to the relevant MSA Commission / Working Group, which will be responsible for final approval.
- iv) A Championship is defined as a Series of events for which the final awards are dependent upon the results of more than one competition or meeting save that a single meeting consisting of heats and final/s for the Championship competitions may be approved by MSA as a Championship.

A Series of events constituting a Championship may also, with MSA permission, be referred to by another title, e.g. "Challenge", "Trophy", "Series", "Title", etc.

- v) Permits will be issued in respect of sponsored Championships approved by MSA subject to payment of the prescribed permit fee and subject to the following conditions:
 - a) That the Championship shall at all times be referred to only by its correct and approved title;
 - b) That the MSA permit number is quoted in all published regulations for the Championship and for the qualifying events;
 - c) That the Championship regulations shall not be amended except with the prior approval of MSA.
- vi) Sponsorship arrangements for a National Championship Series approved by MSA shall be negotiated by or through the Chief Executive Officer, MSA who shall be responsible for establishing the amount to be paid for the Championship concerned and for entering into a contract with the sponsor.

vii) Information regarding a sponsored Series (Refer GCR 83)

viii) Responsibility of Associations

MSA enters into contractual obligations with sponsors over the sponsorship of various Championship Series vested in MSA. The contracts are entered into on the premise that the event(s) entered on the calendar will be run and count towards the Championship concerned. Where associations or members of an association fail to support a particular event, MSA is in breach of contract with the sponsor, while the promoter of the meeting concerned suffer prejudice. Consequently, where associations fail to provide the minimum number of starters required for an event to score in the Championship concerned, MSA may, at its sole discretion:

- a) fine the Association and/or
- b) not declare a Championship for the current year; and/or
- c) withhold Championship status in the ensuing year.

227. ELIGIBILITY OF COMPETITORS

Championships will only be open to competitors/drivers who are holders of the appropriate competition licence issued by MSA, unless MSA has granted specific permission to the contrary based upon a formal request made two (2) weeks prior to the start of the relevant Championship. In such instances, MSA shall be empowered to determine the specific criteria, if any, that foreign licence holders shall be required to comply with in order to be eligible to score points in the MSA Championship concerned.

In line with International sporting norms, competitors who hold FIM International or licences of another ASN/FMN (with MSA's permission) and who are resident in South Africa or have South Africa as their parent ASN/FMN may score points in MSA's Championships.

NOTE: All permissions as mentioned above that have been granted by MSA will lapse on the 31st December 2026.

228. PARTICIPATION OF FOREIGN COMPETITORS

Foreign competitors/drivers eligible to participate in Championship events but ineligible to score points will not, for the purpose of awards, feature in the Championship results. Competitors/drivers eligible to score points will be scored on overall classification and in classes as though **ineligible** foreign competitors had not participated at all.

229. TIES IN CHAMPIONSHIPS, CUPS, TROPHIES OR SERIES (SEPARATION OF TIES)

Unless the regulations provide otherwise, the classification in a Championship or Series which has resulted in a tie, will be determined by taking into account firstly the number of first placings obtained by each competitor in the tie, and progressing down the finishing positions in all of the events held as part of the Championship or Series until the tie is broken. If an equal result is still obtained, the competitors will be declared to be joint winners/champions.

230. MINIMUM NUMBER OF STARTERS

The minimum number of starters for any event or race, may not conflict with MSA's policy outlined below, unless stricter criteria is set out in the SSRs for each individual Championship category.

MSA's policy is that National Champions will only be declared where a listed National Championship class/category (depending on how the regulations are written) has managed to attain an average of six (6) starters across the season. In the event of the calculation of averages resulting in fractions, normal mathematical principles shall be applied. For example, an average of 5.5 will be rounded up and an average of 5.4 will be rounded down. No deviations from this policy will be permitted, except where a category/class requires higher starter numbers as outlined in the applicable regulations.

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

231. AMENDMENTS TO CALENDAR

MSA shall be entitled, in its sole discretion, from time to time to alter or amend the calendar of Championship events, as published.

232. APPROVED POINTS SCALE

The only points scale to be used in a Series or Championship is the following, unless the regulations for a particular Championship or Series provide otherwise:

| | | | | | |
|-----------|---|----------|-----------|---|----------|
| 1st place | : | 9 points | 4th place | : | 3 points |
| 2nd place | : | 6 points | 5th place | : | 2 points |
| 3rd place | : | 4 points | 6th place | : | 1 point |

At a meeting each race shall be scored separately.

233. MAXIMUM NUMBER OF EVENTS RETAINED FOR THE FINAL CLASSIFICATIONS

Unless the category/Series regulations state otherwise, the following number of events will be retained:

| | |
|--|------------------|
| For 6 events actually held: | the total less 1 |
| For 7 to 9 events actually held: | the total less 2 |
| For 10 to 12 events actually held: | the total less 3 |
| For more than 12 events actually held: | the total less 4 |

An event is deemed to have been held if results are issued.

Events not participated in or completed will be counted as events the competitor is entitled to drop for the purpose of scoring towards a Championship event or Series. **Events and/or heats and/or races which are cancelled, will automatically count as dropped scores for Championship purposes.**

234. i) SCORING AFTER EXCLUSION FROM RESULTS

Where a Championship Series allows one or more events to be dropped from a Series for the purpose of scoring competitors/drivers, an event in which a competitor is excluded from the results because of non-compliance with the sporting and/or technical regulations, may not be dropped by that competitor/driver when assessing the results of the Championship.

ii) NUMBER OF EVENTS TO CONSTITUTE A CHAMPIONSHIP

For a Series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored.

iii) CHAMPIONSHIP SCORING

MSA shall undertake the official scoring for all the Regional and National Championships it sanctions. Updated Championship scoring shall be published on the MSA website as soon as possible after the latest event. Championship scoring shall be subject to protest as provided for in GCR 200 (ix). In addition, MSA shall have the right to correct obvious errors in the published Championship scoring, and re-publish the corrected scoring on the MSA website.

235. DECLARATION OF CHAMPIONS

MSA at its sole discretion is responsible for declaring the winner of a Championship. It shall be entitled to withhold such declaration in exceptional circumstances.

236. DISPLAY OF CHAMPIONSHIP WINNING VEHICLES

In all Championship categories for cars, karts and motorcycles, the entrants shall ensure that the Championship-winning vehicles, karts and/or motorcycles are made available to MSA for display purposes for a period of 10 working days should this be required.

The exact dates for which the vehicle will be required will be made known by mid-October at the latest.

237. TELEVISION AND NAMING RIGHTS – ALL MEETINGS

Refer to GCR 83.

MSA, at its sole discretion, may require a promoter/organiser to alter the format of a meeting or length of a race programme to accommodate the requirements of television, if the required alterations concerned assure television coverage of the competition.

238. CHANGE OF DRIVER AND CHANGE OF VEHICLE

- i) A change of driver, except for a record attempt, may be authorised by the Stewards subsequent to publication of the programme, provided the SRs allow for the change.
- ii) Change of vehicle – see GCR 259.

239. SAFETY APPAREL AND EQUIPMENT

INDIVIDUAL COMPETITORS ARE RESPONSIBLE FOR ENSURING THEIR OWN SAFETY DURING COMPETITION.

The following guidelines are provided to assist competitors in this regard:

Crash helmets

- i) Helmets must fit properly, be secured and be suitable for the purpose intended.
- ii) Helmets are deliberately constructed so as to absorb the energy of an impact. It therefore stands to reason that if, following such impact, the helmet is damaged (even if such damage is not readily apparent) it must be replaced.
- iii) Painting or use of solvents on helmets can damage them, and is therefore potentially dangerous. Helmets should be cleaned with a weak solution of soap and water only.
- iv) Helmets should be as closely fitting as possible, consistent with comfort. No sideways movement should be possible, nor should the helmet be able to be pulled off the head in a forward direction, with the strap secured.
- v) Helmets should be stored, preferably in a helmet bag, in a cool, dry place away from sunlight, when not in use.
- vi) Visors must provide clear vision.

Where there is any doubt about a helmet's fitness for its intended purpose, **or if a competitor has been involved in an accident where there is visible or suspected structural damage**, the Chief Scrutineer, **in consultation with the CMO/CMC and the Clerk of the Course**, shall be empowered to **confiscate or impound the helmet** for the duration of the event, **and will then be sent to MSA offices for further investigation**. Helmets not claimed within seven (7) working days after the event will be destroyed. **For medical related issues, refer to Appendix L, point 5.3.**

Clothing

- i) Where fire-resistant clothing (overall, gloves, shoes, socks, balaclava and underwear) is not specified as mandatory in individual category regulations, the wearing of such clothing is highly recommended for four-wheeled competitions.
- ii) Such fire-resistant clothing must be in good condition and should be FIA-approved or locally produced by a recognised manufacturer from flame-retardant material. The clothing item must be clearly labelled to indicate whether it is FIA-approved or locally produced from flame retardant material. In instances where the racing overall being worn is not FIA- approved, underwear that is FIA-approved should be worn underneath it.

To assist competitors, the below serves to expand on this regulation:

A. **RACE SUITS**

Race suits which carry a valid FIA approval (clearly indicated on the collar) and which appear on the official “technical list” of the FIA will be deemed to be similarly approved by MSA.



All local **race suit** manufacturers are required by MSA to include a permanent identification label on the outside of the back collar, to indicate compliance with the following recognised fire-retardant fabrics and specifications:

- MSA recognised fire retardant fabrics for use in race suit manufacture: -
Nomex, Diamond, Pyrovatex, Aflammit, Proban, Kermal, Ter, Carmyth Karvin, Delta C, HocoTex Aramid and PBI
*** Manufacturers may apply for recognition by MSA of additional fabrics as required ***

In addition to the fabric itself MSA highly recommends that Nomex sewing thread or a similar flame-retardant thread be used in the manufacture of the garment for all stitching and box quilting.

- MSA recognised fire retardant race suit specifications: -
 - **LEVEL 1:** One (1) piece race suit with one (1) layer of approved fire-retardant fabric

Fire Retardant
LEVEL 1
Year of manufacture
2014

- **LEVEL 2:** One (1) piece race suit with two (2) layers of approved fire-retardant fabric

Fire Retardant
LEVEL 2
Year of manufacture
2014

- **LEVEL 3:** One (1) piece race suit with two (2) layers of approved fire-retardant fabric of which at least one (1) layer is Nomex, or a similar fabric approved by the FIA

Fire Retardant
LEVEL 3
Year of manufacture
2014

B. **KART SUITS**

Kart suits which carry a valid CIK-FIA homologation (clearly indicated on the collar) will be deemed to be similarly approved by MSA for karting use only.

NOTE – this is not an FIA approval and is exclusively applicable to karting without any implied or approved fire-retardant properties



All local **kart suit** manufacturers are required by MSA to include a permanent identification label on the outside of the back collar, to indicate compliance with the following approved fabrics:

- Cordura outer with an inner layer for comfort and moisture absorption (cotton or similar)
- Nylon outer with an inner layer for comfort and moisture absorption (cotton or similar)

LEVEL K: One (1) piece kart suit with two (2) fabric layers of which the outer must comprise an approved fabric as listed above

Karting Use Only
Highly Flammable
LEVEL K
Year of manufacture
2014

NB: *RACE SUITS DESIGNED FOR KARTING (WHETHER LOCALLY PRODUCED OR IMPORTED) ARE NOT SUITABLE FOR USE IN CATEGORIES OF THE SPORT WHERE THE USE OF FIRE-RETARDANT GARMENTS IS REQUIRED.*

- iii) The clothing requirements for motorcycle circuit racing are detailed in the **Circuit Racing SSRs – Refer SSR 7.**
- iv) The clothing requirements for other categories of the sport (e.g. karting, motocross, etc.) are detailed under the individual category regulations.

C. ROLLOVER STRUCTURES

1. The primary aim of the Rollover Structure, when correctly designed and installed, is to reduce the risk of injury to the occupant/s.
2. The design and construction of the Rollover Structure, where not covered by individual racing category regulations and specifications, must as both applicable and appropriate, comply to the minimum requirements as stipulated in Appendix J of the FIA Articles in so far as they relate to the ability to withstand the prescribed vertical and lateral loads and allowable elastic and permanent deformation of the primary member of the rollover structure, to a maximum of 50mm
3. Taking the above parameters into consideration, the general configuration, with the driver in the normal seated position and safety harness securely on and ready to compete, the rollover structure shall:
 - 3.1 Be at a minimum height of 50 mm above the driver's helmet measured from a horizontal line drawn across the top of the primary rollover member;
 - 3.2 Be designed such that the primary member of the rollover structure shall not overhang the driver's helmet;
 - 3.3 In combination with the vehicle structure shall not leave unprotected any part of the driver's shoulder profile when viewed from the front or rear of the vehicle;
 - 3.4 Be adequately braced longitudinally and laterally.
4. Dispensation
 - 4.1 Where the rollover structure does not fully meet the above requirements and the safety of the driver is not compromised, the Clerk of Course, in his sole discretion, may allow the competitor to compete; and

- 4.2 Where MSA, in special cases, has given dispensation to period vehicles which were not originally fitted with a rollover structure as in for example, front-engined Historic Single Seaters – in both cases an indemnity must be signed by the competitor/s attesting in writing their understanding of the additional risk of death or injury arising from their use of the vehicle without fully compliant rollover protection equipment.
5. Homologation by MSA
The design and construction of individual rollover structures may be submitted to MSA for approval, provided that the construction is certified by a Professional Engineering Practitioner, registered with the Engineering Council of South Africa, to withstand the vertical and lateral loads mentioned in paragraph 2 above and as tabulated below:
1.5W * Lateral
5.5W* Fore and Aft
7.5W* Vertical
(W* = Mass of Vehicle + 150kgs)

D. Safety Harnesses/Belts

- Unless specific exemption has been granted by MSA, the use of Internationally- approved **FIA or SFI** safety harnesses/belts is mandatory for all forms of four-wheeled competitions (excluding karting and **quads**).
- The FIA, in its Appendix J, specifies the manner in which safety harnesses/belts should be installed so as not to compromise their effectiveness. Copies of these specifications are available from MSA on request.

In those Series where a safety harness is specified in the category regulations, **75mm shoulder straps are mandatory except when an FIA approved FHR (frontal head restraint), such as a Hans Device or Simpson Hybrid, is used. In such cases**, the use of a “Hans Specific” harness with hybrid 50/75mm shoulder straps is permitted. This approval is however subject to the harness being used at all times together with an FIA approved FHR (frontal head restraint) such as the Hans Device or Simpson Hybrid.



In the event that the required frontal head restraint is not present for whatever reason, the use of a Hans specific harness with hybrid 50/75mm shoulder straps will not be permitted.

- FIA Safety harnesses/belts may continue to be used for up to five (5) years beyond their normal expiry date.
SFI Safety harnesses/belts may continue to be used for up to two (2) years beyond their normal expiry date.
subject to the following:
- Competitors are best positioned to know the history regarding their safety equipment, and the onus must therefore logically rest with each individual competitor to decide whether or not to continue using his/her safety harness beyond the normal expiry date.
 - Technical officials retain the right to reject any safety harness obviously damaged/defective, regardless of whether such harness is within, or outside, its expiry date.
 - **Where the relevant date is not legible on any one element of a set of safety belts, i.e. on one shoulder, lap or crotch strap, the Chief Scrutineer may at his/her discretion approve the set of safety belts in question, provided he/she is satisfied, that all the other elements of the set bear legible and valid expiry dates, all of the safety belts appear to form part of a single set and there is no other visible defect in any of the elements of the set. This does not include the FIA hologram, the hologram must be attached to one of the belts. All risks arising from the use of a non-compliant set of belts shall be borne by the user.**

Where it is impossible to determine the expiry date on more than one **element** of a safety harness (such as in instances where the labels are missing or damaged) such harness shall automatically be rejected.

- The above five (5) year **extension in the case of FIA approved safety belts or two (2) year extension in the case of SFI approved safety belts** is in no way intended to compromise safety, but simply empowers competitors to, after consideration of all relevant factors, make a conscious decision that their safety harnesses are still in a serviceable condition beyond their normal expiry date and therefore to continue using them in competition. Competitors are accordingly reminded to, at all times, act responsibly in the interests of their own safety.

IT MUST BE BORNE IN MIND, THAT THE ABOVEMENTIONED GUIDELINES MUST AT ALL TIMES BE READ IN CONJUNCTION WITH THE REGULATIONS AND SPECIFICATIONS APPLICABLE TO THE INDIVIDUAL CATEGORIES OF MOTORSPORT.

240. FUEL

- i) Unless specifically stated to the contrary in the regulations for a particular category of motorsport, or unless standard petrol or diesel fuel freely available to the South African public from a dispensing pump at a commercial filling station is being used, only racing fuel complying with the following specifications will be permitted to be used. **The use of methanol is prohibited unless MSA has granted specific approval to the contrary in exceptional circumstances.**

| PROPERTIES | UNITS | TEST METHOD | MINIMUM | MAXIMUM |
|-------------------|----------|-------------|---------|---------|
| RON | | D2699 | 98 | 100 |
| MON | | D2700 | 86 | 88 |
| Oxygen | %m/m | D4815 | | 3.6 |
| Nitrogen | %m/m | D5453 | | 0.2 |
| Benzene | %m/m | D5443 | | 5 |
| RVP | kPa | D5191 | 45 | 75 |
| Lead Content | gPb/l | D3348 | | 0.013 |
| Density @ 15 C | Kg/m3 | D4052 | 710 | 785 |
| Induction Period | Minutes | D525 | 360 | |
| Existent Gum | Mg/100ml | D381 | | 5 |
| Sulphur | %m/m | D5453 | | 0.05 |
| Copper Corrosion | Rating | D130 | | 1 |
| 50% Evap | C | D86 | 77 | 115 |
| 90% Evap | C | D86 | | 185 |
| FBP | C | D86 | | 215 |
| Residue | %v/v | D86 | | 2 |
| Conductivity 20 C | pS/m | D2624 | 200 | |

Note: Where the relevant individual category regulations so allow, competitors may increase the octane of the fuel used via the use of commercially available lead-free octane boosters. In such instances, the maximum RON of the treated fuel used may not exceed 102.6 and the lead content may not exceed 0.013 gPb/l.

- ii) The fuel will be accepted or rejected according to ASTM D3244 with a confidence level of 95%.
- iii) The fuel must contain no substance capable of exothermic reaction in the absence of external oxygen.
- iv) Only ambient air may be mixed with the fuel as oxidant.

- v) MSA or the promoters/organisers may select certain competitors from whose vehicles fuel samples may be taken. The right is reserved to take a random sample from the fuel supplier to cross-reference with the sample taken from a competitor's vehicle.
- vi) For all National Championship and Regional Championship car racing categories, a quantity of a minimum of **one (1)** litre of fuel must be able to be drained from any car at the end of the race, for analysis purposes. Any competitor found not to comply in this regard shall automatically be excluded from the race concerned.
- vii) MSA reserves the right to introduce an unbranded control fuel.
- viii) For races run under the International Sporting Code of the FIA, CIK or FIM, unless regulations for particular categories state to the contrary, the fuel shall meet the relevant FIA, CIK or FIM specific regulations.
- ix) MSA, through the race officials, reserves the right to police compliance with the fuel regulations by requiring a competitor to drain his/her fuel tank and refill it with fuel from a known source.

FUEL SAMPLING/ANALYSIS GUIDELINES - will be published in a MSA General Circular

241. REPLENISHMENT OF LUBRICANT

Not permitted during a race or heat run on tarred circuits, except in Endurance races.

242. INDEMNITIES

All entrants, **riders**, drivers **and** navigators must furnish evidence that they have signed an MSA indemnity form for the current year. Production of a valid competition licence will be deemed to constitute sufficient evidence in this regard.

In the case of minors, a parent, step-parent, adoptive parent or court-appointed legal guardian must complete the indemnity form on behalf of the minor.

243. PUBLIC ROADS

Notwithstanding anything contained within any other regulation or rule, no racing on public roads is allowed or permitted irrespective of the status of the event. No organising club, promoter, official or competitor may orchestrate, organise or participate in any event where public roads will be travelled upon, traversed or crossed without having sought and obtained the appropriate written permissions as required in the Road Traffic Act **Article 317 of the Road traffic act 93/1996**.

Furthermore, if and when competition vehicles are required to either travel on, traverse or cross any public road, such public road must be decontrolled, and all relevant provisions of the National Road Traffic Act must be complied with fully. Organisers and promoters will ensure that sufficient officials are in attendance to both monitor and control the conduct of competitors on public roads.

The penalty applicable to any promoter, organiser, club, official or competitor who fails to comply with either the provisions of the Road Traffic Act insofar as the requisite permissions required are concerned or for a breach of the Road Traffic Act, will be the imposition of a fine in the amount of R50,000-00 and/or any other sanction deemed necessary by MSA.

244. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF COMPETITION

A meeting or a competition forming part of a meeting shall not be postponed, abandoned, or cancelled unless:

- i) provision for doing so is made in the SRs; or
- ii) the Stewards of the Meeting have taken action in accordance with GCR 152, or
- iii) MSA has agreed to postponement, abandonment or cancellation.

In the event of a cancellation or postponement for more than twenty-four (24) hours, entry fees shall be returned, less a reasonable deduction in respect of costs already incurred by the event organisers prior to the event's cancellation or postponement. The quantum of the deduction shall be calculated in consultation with MSA ManCom.

245. SILENCING OF VEHICLES

It is the responsibility of each organiser/owner/user of the venue involved in a circuit racing event to stipulate noise level control requirements for their venue that will not contravene legislation requirements as adopted by their local authorities. The organisers of off road and rally events must clearly state vehicle noise level control for their events which are commensurate with safety and environmental requirements prevailing for the event in question.

Each individual organiser must publish their requirements in supplementary regulations as a condition of entry for the meeting. Vehicles tested must comply with the requirements stipulated or face exclusion – A fine is not an acceptable penalty.

Silencing: All competing vehicles are subject to MANDATORY SILENCING, unless a specific waiver for the class or formula is granted. Where specified as mandatory, a silencer must be used, irrespective of the exhaust sound generated without it. Silencing will be subject to the MSA Environmental Code.

NOISE METER STANDARDS (minimum requirements)

| | |
|--------------------------------|--|
| Type 1 or 2 instrument | Weighting 'A' |
| International Standard IEC 651 | Time constants Fast/Slow |
| British Standards BS 5969 | Maximum 'Hold' recommended Range 70 – 120 dB (A) |

NOTE: The foregoing requirements relate to noise control for all events run under MSA permit other than certain International events which stipulate different requirements and methods of testing.

For additional guidance on the testing of vehicles refer to SABS Codes of Practice SABS – 0181 – 1981 and SABS – 097 – 1975.

246. ADVERTISING

Advertising in compliance with prevailing government legislation is permitted on vehicles except as in GCRs 247, 248 and 250 below.

However, no advertising other than that approved by MSA is allowed on the windows of saloon or sports cars, including clubman's and historic cars having windows and/or windscreens, except on a strip on the upper part of the windscreen and a strip on the rear window.

Neither of these strips shall obstruct the driver's vision.

Where applicable, sponsor's advertising details are contained in the regulations for each category of motorsport.

Any advertising or other information (which includes, inter alia, the names of sponsors), may be displayed upon an automobile or motorcycle competing in a competition or official practice, always provided that:

- i) the whole of the display shall be in good taste; and
- ii) the display, or any portion thereof, shall not interfere with or impair the legibility of the competition numbers or of any other official identification mark/s which may be required under the regulations for the event;
- iii) Where MSA or an authorised agent enters into an agreement with a sponsor, body, company, club, association and/or individual for the sponsorship of a Series, a single event and/or events, the sponsor, body, company, club, association and/or individual shall supply advertising material to be displayed on competing vehicles. It shall be a condition of entry that such advertising shall be displayed on the competing vehicle. The competition numbers allocated to vehicles may be legibly incorporated in the advertising material, which shall be affixed to the vehicles as directed. Alternatively, such material may be displayed separate, as agreed between the sponsor, body, company, club, association and/or individual and MSA. In the case of advertising incorporated with competition numbers, such advertising is deemed to form part of the number and must be displayed as such and may not be defaced or removed.

The numbers are to be affixed to both front doors in the case of saloon cars or the number panels or plates in the case of single seaters, sports cars and motorcycles. The front door number panels and number plates must remain completely free of sign-writing and advertising other than that of the sponsors, unless MSA has agreed to modify the foregoing requirements.

In the case of advertising to be displayed separate from the competition numbers, MSA will issue a directive as to how this advertising will be displayed, bearing in mind possible space restraints. In the case of an event forming part of a Championship Series which is not sponsored, or in the case of sponsored events not counting towards a National or Regional Championship, the organiser may supply competition numbers incorporating advertising material which is deemed to form part of the numbers, and which must be displayed as such and not defaced or removed. The numbers shall comply with the dimensions laid down by MSA for the various categories of motorsport competitions and shall be black on a white background unless specifically stated otherwise.

Competitors who do not comply with the above provisions will not be permitted to compete by the organisers. Any organiser allowing a competitor to compete who does not comply with the above provisions, may be fined an amount of up to R5 000 and the competitor concerned may not be scored in the results.

247. ADVERTISING CONFLICTS

- i) Where MSA requires that a sponsor's decals be displayed on competing vehicles (see GCR 246 (iii) above), no competitor may display conflicting advertising, except with the permission of MSA. Such permission shall only be granted in justifiable instances and MSA furthermore reserves the right to impose a limit on the size of conflicting advertising decals.
- ii) Where an organiser imposes advertising requirements on an entrant, as approved by MSA, such advertising must be stipulated in the supplementary regulations and therefore becomes a condition of entry. It may be stated that the advertising may be omitted by the payment of a monetary penalty and, if so, this penalty shall be no more than twice the entry fee. Where the entrant feels that the advertising imposed is in conflict with other legal contractual commitments, he may, at the time of lodging his entry, appeal to MSA whose decision will be final.

248. ADVERTISING OF RESULTS – MISLEADING ADVERTISING

- i) Any entrant, competitor or firm advertising the results of a competition or record attempt shall state the exact conditions of the performance referred to, the nature of the competition or record, the category, class, etc., of the vehicle and the position or the result obtained. Any such advertisement is subject to prior approval by MSA.
- ii) The advertising must include a statement saying, "Subject to official confirmation by Motorsport South Africa". Failure to comply with the foregoing or any omission or addition calculated to mislead or to raise doubts in the minds of the public shall render the person or body by whose authority or on whose behalf the advertisement is published or issued, liable to the penalties provided by these rules, and may entail the infliction of a penalty on the person responsible for drawing up the advertisement, by the matter being referred to the Advertising Standards Authority.

249. COMPETITION NUMBERS

All competition numbers shall be black on a white rectangular background unless otherwise stated in the regulations for specific categories of motorsport.

- i) The digits shall be of the classic type as shown below:
1 2 3 4 5 6 7 8 9 0
- ii) The minimum size of the digits shall be as stated in the SSRs or the regulations for each category.
- iii) On light-coloured vehicles a black band 4cm wide must be placed around the outside of the rectangle.

- iv) Numbers must be displayed on the nose of the vehicle, except in rallies, legible from the front, and on both sides of the vehicle.
- v) In International events and certain SA events where required in the regulations, the name(s) of the driver(s) and the National flag(s) of their country must be displayed on both front wings and rear side windows of cars other than single-seater cars. The minimum height of letters and flags must be 4cm, unless the SRs or regulations for a particular Championship stipulate a larger size.

250. TRADE RESTRICTIVE CLAUSES

Except with the written authority of MSA, which will only be granted in respect of competitions of a specialised nature, no event supplementary regulation shall be valid if it restricts competitors to the use of any specified equipment, fuel, oil, tyres, etc. Event promoters may offer bonuses or special awards to competitors who use stipulated products or equipment, but they may not place any restrictions upon the use by a competitor of any equipment, fuel, oil, tyres, etc., of his own choice.

251. SERVICE PERSONNEL AND PIT CREW MEMBERS

All persons who have been granted access to the pits and/or paddock area and, in rallies, all service personnel, must at all times obey the instructions of an authorised official of the meeting taking any dispute with such official to the Clerk of the Course.

252. PARC FERMÉ

This is the place where the competitor is obliged to bring his vehicle(s) as foreseen in the regulations.

- i) Drivers and riders on entering this impound area shall park as directed and immediately leave their vehicles. Neither drivers nor riders or any person other than on instructions from a scrutineer or authorised official controlling the parc fermé, shall be permitted to move, touch or examine a vehicle impounded in this area until the vehicle has been released on instructions by the Clerk of the Course.
The right of admission to the area shall be reserved, and no consumption of alcohol will be allowed therein.
- ii) Unless permission is granted otherwise by the Technical Consultant, Chief Scrutineer or other authorised official, no more than two (2) persons per vehicle will be allowed in the parc fermé area, or other designated area, during the post-race examination of cars and motorcycles. Failure to comply with the above requirements may result in exclusion by the Clerk of the Course.
- iii) The parc fermé is compulsory in those competitions in which scrutineering takes place after the event.
- iv) The parc fermé shall be of adequate dimensions and properly closed off, to ensure that no unauthorised persons may gain access while vehicles are in the enclosure. It shall be adequately lit and have a firm dust-free surface.
- v) The regulations of the competition shall specify the place where parc(s) fermé will be set up. It must be in close proximity to the start-finish line. The area between the finish line and the parc fermé entrance shall be placed under the parc fermé regulations.
- vi) All measurements taken are to be listed and signed for by the entrant/competitor (or his designated representative present for a technical inspection) and the responsible technical official/s. Should it be necessary to remove any vehicles/assemblies/components from the parc fermé or the designated inspection area for examination at another time and place, all vehicles/components/assemblies that are to be examined must be adequately sealed by the responsible technical official/s in the presence of the entrant/competitor.
- vii) Before the examination takes place, the component/assemblies are to be unsealed in the presence of the entrant/competitor, or his/her properly appointed representative. The requirements of any such alternative venue regarding security, surface access by individuals and control thereof, shall be identical to those applying to a parc fermé.

253. PRE-EVENT SCRUTINY

All vehicles must be scrutineered (by race officials and/or competitors themselves in categories where self-scrutineering applies) prior to taking part in any timed practice (qualifying session) or race/event. Such scrutineering will, at the minimum, examine all vehicles for safety. It will be mandatory for all competing vehicles to undergo such examinations.

In addition, the safety equipment of the competitors must be available for examination on demand. Pre-event scrutineering checks will generally be of a visual nature only.

254. SCRUTINY AND ELIGIBILITY

All competing and reserve vehicles must be visually examined in the pits, paddock or prescribed scrutineering area prior to the event for safety and general compliance with the group, category or class entered. A Self-Declaration Scrutineering form must be completed by all competitors/entrants, prior to the start of the event which must be made available to the relevant race officials on request. Detailed internal examinations may only be carried out after the event unless the nature of the event or the regulations for the event allow otherwise. Such may occur as a result of a protest or be scheduled in the regulations. In any event, the Clerk of the Course, the Stewards of the Meeting and/or MSA management, have the power to order the examination of any vehicle at their discretion and such order must be in writing.

Vehicles awaiting scrutiny after the end of the competition should be kept in "Parc Ferme" conditions until such examinations are completed. The time and venue of the scrutineering will be mentioned in the regulations. Any request for an extension of this time must be made in writing to the Clerk of the Course who shall convey same to the Stewards of the Meeting for a decision. Their decision, in this case, is final.

If during a post-event strip or scrutiny it is found that a component or measurement, etc., is not in accordance with the regulations or specifications governing the category of sport concerned, notwithstanding that the components or measurements are not the subject of the original protest or appeal, or the reason for the scrutiny, the incidental findings during examination shall be reported and acted upon as though they gave rise to the reason for the scrutiny in the first instance.

- i) Vehicles shall satisfy the MSA regulations covering the competition and there shall be no additional eligibility requirements unless such requirements are stated in the SRs.
The action of an entrant in presenting a vehicle for official scrutiny shall be deemed to be a declaration of its compliance with the regulations and an acceptance of the consequences of such a declaration not being valid.
- ii) Any component found not to comply with the technical regulations and specifications must be impounded by the relevant officials and will not be returned to the competitor concerned until any protest and subsequent appeals have been finally decided.
- iii) It is a condition of entering a vehicle for a competition that the entrant/driver/rider shall indemnify the scrutineers or other technical officials against any claim for damage to, or loss of, a vehicle or component thereof providing that reasonable care is exercised by the scrutineers whilst the vehicle/component is in their possession.
- iv) In the event of components being supplied on loan to the scrutineers by manufacturers, distributors or agents for comparison and checking purposes, the same conditions of indemnity shall apply.
- v) **If a vehicle or component is not made available for an eligibility examination as required by the relevant officials or a Competitor declines to accept potential liability for stripping, examination and/or rebuilding costs, the vehicle or component will be deemed ineligible and shall result in automatic exclusion and further disciplinary action.**

255. DANGEROUS CONSTRUCTION AND CONDITION

The Clerk of the Course may exclude any vehicle, the construction of which he or the scrutineers deem to be dangerous, or which has suffered damage during a competition making further participation dangerous.

256. CONSTRUCTION AND EQUIPMENT

Vehicles taking part in a competition shall comply (as to construction, roadworthiness and equipment) with any SRs in regard to such matters and, in the absence of such SRs, with MSA vehicle regulations. In the case of a minor non-compliance with the regulations as to construction or equipment, the Clerk of the Course may, as an alternative to exclusion, impose such other penalty as he may think fit (GCR 177) and permit the vehicle to compete.

257. PROTECTION AGAINST FIRE

In all automobiles taking part in competitions, there must be some form of protection between the engine and the driver's compartment, and the driver's compartment and the fuel tank, suitable and sufficient in the case of fire for preventing the passage of flame. Any vehicle competing in a competition, and which is not fitted with a plumbed-in fire extinguisher system, shall be fitted with a fire-extinguisher suitable for Class B fires in a place accessible to the driver, when strapped in, and officials. The fire extinguisher shall be in good working order, and evidence must be furnished to prove that the extinguisher was purchased new or serviced within the twelve months prior.

The aforementioned servicing requirement does not apply to Fire Stryker extinguishers, which are also acceptable as an additional safety measure.

The following minimum fire extinguisher capacities shall apply unless a higher capacity is stipulated in the relevant category/event regulations:

1. Single Seater circuit cars – 1.0kg minimum
2. All other race cars – 1.5kg minimum

In exceptional circumstances (for example, where available space in the race car is severely limited), MSA may, on application from a racing category, grant permission for the use of Fire Stryker extinguishers as a replacement for a conventional fire extinguisher. Extinguishers containing carbon tetrachloride are prohibited.

258. RE-CLASSIFICATION OF A VEHICLE

During initial scrutineering, should a vehicle prove not to be in conformity with the technical regulations governing the event or class in which it is entered, the scrutineers may suggest to the Clerk of the Course that it be re-classified. However, such a change may only be made if:

- i) the irregularity did not occur as a result of an attempt to gain an advantage;
- ii) the proposed change will give no advantage to the entrant or driver;
- iii) that the proposed change is into a higher capacity class or group and does not prevent a regularly entered competitor from starting.

Any such change proposed by the Clerk of the Course shall be posted on the Official Notice Board within thirty (30) minutes of the end of scrutineering and is subject to protest.

259. CHANGE OF VEHICLE

A change of vehicle after the closing date of entries may be authorised by the Stewards of the Meeting (see also GCR 238).

260. PRACTICE/QUALIFYING

An officially recognised practice or qualifying session is part of the competition and subject to all the regulations relating to that competition.

261. START

The start is the moment that the starting signal is given. When the event is time based, this must commence either when the signal to start is given (standing start) or when the first car crosses the start line (rolling start). In certain speed events the timing may be automatically started. Any driver who has received the starting signal or has triggered the timing device is considered as having started and has no right to restart, except in the case of "force majeure" to be decided by the Stewards of the Meeting.

262. STARTING SIGNAL

Events may be started by either lights or MSA flag. Any other method must be approved by MSA. The starting flag may be replaced by red lights visible from any point on the starting grid. Illumination of the red lights corresponds in meaning to the raising of a starting flag, extinguishing of the red lights corresponding to the dropping of the flag and the start of the event. In any International speed event with a line-up start, the starter shall be the Clerk of the Course.

263. TYPES OF STARTS

There are two (2) types of starts:

- i) standing starts, or
- ii) rolling starts.

264. STANDING STARTS

See **Circuit Racing SSRs – Refer SSR 38.**

265. ROLLING STARTS

See **Circuit Racing SSRs – Refer SSR 39.**

266. HEATS/RACES

A competition may be started in heats, the composition of which must be determined by the promoter and published in the SRs or laid down in the SSRs. The composition of a heat may be modified or heats consolidated, but only by the Stewards of the Meeting. **Where the composition of heats or races calls for a specified minimum number of starters, this number may apply to any one heat or race in order for the race/s to score Championship points.**

267. STARTER'S ORDERS

Except as otherwise prescribed in the SSRs, competitors and vehicles ready for the start are under the orders of the starter from the moment when the two-minute board is shown until the starting signal is given.

268. NON-STARTER

Any driver not coming under the starter's orders shall be deemed to be a non-starter of the race, unless starting from the pits as permitted in the SSRs.

269. FALSE START

See **Circuit Racing SSRs – Refer SSR 38 & SSR 39.**

270. STARTING JUDGES

One or several judges may be appointed by the organising committee of a race to supervise the start. Starting judges shall immediately point out to the Clerk of the Course any false/jumped starts which may have occurred.

271. STARTING FROM THE PITS

- i) In all races on closed circuits, the pit exit shall be closed when the 5-minute starting signal is given. The pit exit may only be re-opened when the starting signal has been given and the field has passed the pit exit, except as permitted in **the Circuit Racing SSRs – Refer SSR 38 and SSR 39.**
- ii) Where the pit exit is controlled by red/green lights these should be supplemented after the start by flashing yellow lights during the race. It shall be an offence to ignore a red light.

272. DETERMINATION OF THE FINISH OF AN EVENT

- i) The finish signal will determine the conclusion of a competition. If, in circuit races, the signal is shown early, the classification will be calculated from the moment the signal is given. If the finishing signal is shown after the prescribed number of laps or the maximum time or distance of the event, the classification will be calculated from the moment the event should have

finished.

- ii) Once the signal for the conclusion of the event has been given, all competitors must cease competition and obey the instruction of the officials who will direct them as to the next action to be taken.
- iii) If any vehicle takes more than twice the time of the winner's fastest lap to complete its last lap, then this last lap will not be taken into consideration when calculating the distance covered or the number of laps completed.
- iv) The finish line must be marked on the track. Unless the regulations provided otherwise, it will not extend beyond the actual track edges and thus will not include the pit lane.
- v) The timing of a vehicle crossing the finish line shall be taken at the moment when the centre of the front wheel/s pass/es over that line, or where an automatic timing apparatus is in use, at the moment when it is operated.

273. STOPPING OR DELETING PART OF EVENT/RACE MEETING

- i) If the Clerk of the Course decides to stop a rally or speed event, the classification will occur from the last part of the event in which all current competitors had an equal chance to compete unless the regulations provide otherwise. This will also apply to any part of an event that is deleted from the classification.
- ii) If any part of a race meeting has to be stopped due to reasons of force majeure, the decision as to how the scoring of the event will take place, will rest with the following bodies;
Club events – Stewards of the Meeting
Regional Championship events – relevant MSA Regional Committee
National Championship events – relevant MSA Sporting Commission

274. CLASSIFICATION

- i) The vehicles shall be classified with the one place first which has covered the required distance in the shortest time or completed the longest distance in the allowed time, with all penalties taken into account.
- ii) Unless the regulations provide otherwise, the sole method used for the absolute overall classification will be as follows:
To be classified as a finisher, a motor vehicle/motorcycle must have completed not less than two-thirds of the distance of the race under its own power. For lap events, the two-thirds shall be calculated by rounding down to the nearest lap.
- iii) When a race is run in more than one part, the winner is the driver and/or vehicle who/which:
 - a) completes the total prescribed distance in the least total time, or
 - b) completes the greatest total distance in the prescribed total time. In the case of a tie the classification achieved in the various **categories** will be considered to determine the overall classification.

275. DEAD HEATS

For any overall or class classification, dead heats will result in points gained or awards to be shared equally. Thus, if third and fourth places cannot be separated, their points or awards are added together and divided by two (2), and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

276. RESULTS

The results of a competition shall be "provisional" until every competitor has had an opportunity of protesting in accordance with the GCRs and any protest or subsequent appeal has been decided upon. **Once provisional results have been announced, they may only be amended following a protest or as allowed for in GCR 156 (x).** No further protests against the amended results will be allowed. The amended results shall, however, be subject to appeal, but the appeal court in hearing the appeal, will only deal with grounds of appeal relating to why the Stewards erred in the first instance by amending the results. The appeal court shall not deal with any grounds of an appeal that could and should have been the subject of a protest when the results were first announced.

277. PUBLICATION OF RESULTS

See GCR 141 (x) a) and c).

278. ALTERATION OF PROVISIONAL RESULTS

Any alterations to provisional results shall be formally notified to all competitors, normally electronically. Where a competitor is excluded from the results of an event, all other competitors who finished the event behind him/her move up in the results, as though the excluded competitor had never taken part in the event.

279. PROTESTS AGAINST PROVISIONAL RESULTS (Refer GCR 200)

If no valid protest is received after the publication of the provisional results for a competition, and after any amendments thereto, the results shall become final subject to the power held by MSA in terms of GCR 154. When results are republished the time limit for protest will be seven (7) working days from date of re-publication of the results. Where the results of a competition are amended by an MSA Court of Appeal/Enquiry, such amended results shall not be subject to protest. An aggrieved party's only recourse shall be via an appeal to the MSA National Court of Appeal in accordance with GCR 212.

280. PAYMENT OF STARTING AND PRIZE MONEY AND PRESENTATION OF AWARDS

- i) The promoters shall distribute all starting and prize money within fourteen (14) working days after the results of a competition have been finalised, or within such further period as MSA may allow. Any awards shall be presented within a like period unless the SRs specify a particular date or occasion for presentation.
- ii) Where the SRs include prize giving in the programme of an event and circumstances arise which would cause unreasonable delay in announcing the results after the event, the Stewards may postpone such announcement to a later date having advised all competitors present accordingly.
- iii) Where prizes/awards are presented at the close of an event, competitors who do not attend to receive their prizes/awards may forfeit them unless they have received prior permission from the Clerk of the Course to be absent from the function. Non-attendance by competitors at prize-giving may be reported to MSA, which reserves the right to impose fines on competitors for non-attendance.

281. AWARDS

- i) All awards shall be given to the first nominated driver unless the entrant has specifically stated otherwise.
- ii) No competitor shall be a member of more than one team competing for the same award unless the SRs specify otherwise.
- iii) No competitor shall compete for an award, which is dependent upon club membership, as a member of more than one club. Where eligibility depends upon club membership, it shall be determined by means of the club membership claimed on the entry form.
- iv) Only competitors classified as finishers shall be eligible for an award or for classification in the results of a competition, unless the SRs specify otherwise.
- v) The distribution of prizes shall not commence until at least half an hour has elapsed after the publication of the results of a competition.
- vi) Where a protest is lodged, the distribution of a prize must, if the entitlement to the prize may be affected by the decision of the Stewards, be withheld until the protest has been ruled upon and either the result of any possible appeal arising out of such ruling is known, or the time has expired for giving notice of an appeal. The list of awards insofar as it related to such a prize must be declared to be provisional.
- vii) If, after the distribution of prizes, a decision is made pursuant to these rules which affects the results of a competition, any competitor to whom a prize has been awarded but who is adjudged to be ineligible therefor, shall return such prize to the promoters on demand.
- viii) However, when such a protest may affect only part of the list of awards, such part as is not affected by the protest may be published finally and the corresponding prizes distributed.

282. CONTROL OF ALCOHOL CONSUMPTION AND TESTING

The following people are empowered to order the breathalysing of any entered competitor or serving official during the course of a motorsport event:

- Clerk of the Course; and/or
- Stewards of the Meeting; and/or
- Chief Medical Officer (CMO)/Chief Medical Coordinator (CMC).

Only the CMO/CMC, or another suitable member of the medical crew that he/she may delegate this authority to, is empowered to administer breathalyser tests at motorsport events.

Where a breathalyser test delivers a positive result (i.e. there is any trace of alcohol in the person's system), a second test shall immediately be undergone, using a fresh device. Should the second test also deliver a positive result, the offender (whether a competitor or (refer GCR 113 xiv) or an official) shall be prevented from taking any further part in the event, with no right of protest. Should the second test deliver a negative result (to contradict the initial positive result), a third test shall immediately be administered, again utilising a fresh device. Two (2) out of the three (3) results obtained will determine whether the competitor/competitor's associate/official is to be allowed to take any further part in the event, or not. **Refer Appendix L.**

283. CONTROL OF DEMONSTRATIONS & PARADES

It is forbidden to run races under the guise of 'demonstrations' or 'parades'. Provision for such 'demonstrations' or 'parades' must be included in the SR's based upon which MSA issues an organising permit and they may only be conducted strictly in accordance with the conditions laid down by MSA. Generally, a 'parade' or 'demonstration' will only be permitted to form part of an MSA-sanctioned event if:

- It is conducted at slow speed;
- It is not timed;
- It does not have a mass start (i.e. participants must be set off individually);
- It only includes participants utilising vehicles they would normally be eligible to race in terms of their age.

Any 'parade' or 'demonstration' conducted without MSA's prior approval, or not in accordance with the conditions specified by MSA, shall be considered an unsanctioned event – see GCR 76 – and shall not be covered by any of MSA's insurance policies.

284. SAFETY AT SPORTS AND RECREATIONAL EVENTS ACT, 2010 (Act No. 2 of 2010)

Compliance by event organisers/promoters with the provisions of the abovementioned legislation is mandatory for all events held under an MSA organising permit, or for which MSA has granted a waiver of permit.

285. LIVE STREAMING OF MOTORSPORT EVENTS

Affected parties are hereby advised that live streaming of motorsport events may not be undertaken without the express approval of the event and/or Series promoter and/or organiser. This restriction applies equally to the holders of MSA media accreditation and those that do not hold such accreditation.

286. COURSE DIRECTION

It is specifically prohibited for any vehicle (2-wheeled or 4-wheeled), be it a competition vehicle or any other vehicle, to travel on a circuit or race route or pitlane, at any time, in a direction opposed to race direction, unless:

- i) The driver/rider of said vehicle/s has received the express approval of the Clerk of the Course after the latter has satisfied himself/herself that it is completely safe to allow same; and
- ii) Under the direct supervision of the Clerk of the Course.