



2026
MSA NATIONAL STANDING
SUPPLEMENTARY
REGULATIONS

SATC AND SUPACUP
SPORTING REGULATIONS

VERSION 3

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REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 25	07.08.2026	07.08.2026	Regulation amendment
ART 22	13.04.2026	13.04.2026	Regulation amendment

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1. GENERAL

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

2. DEFINITIONS

- 2.1 *Controllers* – defined as the SATC Management Team, the membership of which will be advised by way of an MSA Circular distributed before the first round of the 2026 championship.
- 2.2 The Technical Consultants (GCR167) appointed by SATC and SATC SupaCup to monitor conformance to the regulations, hereinafter referred to as “TC”. Refer SATC Sporting Regulations art 23.
- 2.3 *Starter* - A starter is defined as outlined in GCR 230 and is the applicable definition to be used when reading this regulation.
- 2.4 A driver classified as a starter in terms of GCR 230 shall remain a starter for the duration of the race meeting concerned, regardless of attrition during the individual races.
- 2.5 A “competitor” in terms of GCR 230, for the purpose of the SATC Championships, is considered to be a car / driver combination, and in the case where two or more drivers are mandatory for any particular race, the car / drivers in combination will constitute only one competitor.
- 2.6 *Deviations:*
Should a specific model of car not be able to comply with the regulations as published for a technical reason, the entrant may apply for a deviation to the rule, based on sound technical grounds. The application will be considered by the TC’s in consultation with the Controllers, and if approved will be published as a deviation for all cars of the make / model. The TC’s decision will be final.
- 2.7 *Dispensations:*
Should a specific car not be able to comply with the regulations as published for a temporary

technical reason, such as parts unavailability, temporary crash repairs, etc., the entrant may apply for a dispensation, based on sound technical grounds. The application, in writing, fully detailing the dispensation sought, will be considered by the TC's, and if approved will be published as a dispensation for a specific car for one event only. The TC's decision will be final.

- 2.8 **Technical Passport (TP)**
A document prepared for each car which contains all the technical details including deviations and upgrades for the specific car. The document is car specific and remains with the car for the life of the car.
- 2.9 **Year:** - Means a calendar year from 1 January to 31 December.
- 2.10 **Championship Season:** - Means the period from 14 days prior to the first championship event of the year until the day after the last event of the SATC and SATC SupaCup championship season.
- 2.11 **SATC SupaCup Master - Masters** entries will be accepted for drivers from the year of their turning 40 years old. If a competitor is between the ages of 40 and 50 years old and has previously won a National Championship title in Circuit racing in South Africa, they will be not classified as a Masters entry until the year of their 50th birthday. It is the competitor's sole decision as to whether he / she enters as a Master or not. Once so elected (i.e. enters as a Master), the decision is irreversible for the year. In order to be eligible for trophies on any given race day it is the sole responsibility of the competitor to enter the event in the "Masters' Class".
- 2.12 **Free practice:** - Practice sessions at a circuit where TC's will not control regulations. The free practice will take place as per MSA General Circular 1 of 2026.
- 2.13 **Driver Conduct Official:** - the Driver Conduct Official will be appointed by SATC and SATC SupaCup Management Team to review on track incidents and to suggest appropriate penalty recommendations / sanctions to the Clerk of Course. The name/s of the appointed official/s will be advised by way of an MSA Circular distributed before the first round of the 2026 championship.

3. AIM OF THE CHAMPIONSHIP

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

4. REGULATIONS

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

5. ELIGIBILITY OF DRIVERS AND CARS

- 5.1 The SATC and SATC SupaCup Championships will be open to cars complying with the SATC Championship Standing Supplementary Technical Regulations (SSR's) for SATC cars and the Recognition Form A's for the VW Polos and Toyota's SATC SupaCup cars.
- 5.2 Organisers may not accept any car which does not comply with the SATC Championship SSR's, and which has not been accepted for SATC racing by the Controllers.
- 5.3 Reserved
- 5.4 All prospective new competitors to the series must obtain the prior written approval of the SATC and SATC SupaCup Controllers to be issued with the necessary competition licences by MSA (this will be assessed on a case-by-case basis in consultation with MSA). The permissible minimum age for SATC and SATC SupaCup competitors is 18 (eighteen) years old unless the competitor applying to participate has competed in the National Polo Cup, GR Cup, National Formula MSA4 or F1600 series for a minimum of 1 (one) year in which case they *must not be less than 16 (sixteen) years old. Refer GCR Part XII SSRs Applicable to Race Meetings for Cars and Motorcycles SSR 1. i).* Competitors who are younger than 18 (eighteen) years old *and not less than 16 (sixteen) years old* and who have had international experience in circuit racing *may be considered. Refer GCR Part XII SSRs Applicable to Race Meetings for Cars and Motorcycles SSR 1. i).*
- 5.5 Reserved
- 5.6 Entrants must quote on the entry form the competition number of the car he / she will drive when entering for a SATC National Championship race meeting.
- 5.7 It is forbidden for drivers / teams to make use of 'spare' cars during a championship event. The issued chassis / safety cage number allotted to each car will be used as a control measure. Category TCs will be responsible for affixing numbers to the roll cages in an area specified by the Controllers.
- 5.8 A car driven in a championship race shall have only one nominated driver whose name shall appear on the entry form, unless the SRs of the event allows a change of driver or car or requires two (2) or more drivers for a specific race meeting. Refer GCR's 99 (vii), 152 (viii), 238.
- 5.9 Only the entered driver may drive the car in the official qualifying session / sessions and races.

6. COMPETITION NUMBERS

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

No variation is permitted to the size, information or placement of the car numbers.

7. SPONSORSHIP REQUIREMENTS

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

8. NAMING RIGHTS SPONSORSHIP

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

9. SERIES FUEL SPONSORSHIP

The Controllers reserve the right to appoint a fuel supplier. The current supplier for SATC and SATC SupaCup is AMTEC with 110 octane fuel.

10. TYRE SPONSORSHIP

The competitor must:

- 10.1 Use the specified Dunlop race tyres sourced from Automotive Technology Specialists (Pty) Ltd only.
- 10.2 Display the supplied Dunlop branding as per Annexure A of this document or any subsequent circular issued by Motorsport South Africa.
- 10.3 Affix the supplied Dunlop badge to the left sleeve of their race overalls.

11. DRIVER'S NAME

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

12. CHAMPIONSHIP DETAILS

- 12.1 The SATC National Driver's Championship shall be open to drivers participating in the SATC Championship. There will be one SATC National Drivers' Champion and one SATC SupaCup

National Drivers' Champion. There will also be one SATC SupaCup Masters Interprovincial Challenge Winner.

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

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

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

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

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

13. MANUFACTURERS CHAMPIONSHIP

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

Race 1:

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

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

Race 2:

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

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

14. SEPARATION OF TIES IN THE CHAMPIONSHIPS

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

15. TIMING TRANSPONDER

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

16. SAFETY APPAREL AND EQUIPMENT

- 16.1 Refer to SATC Technical Regulations Art 10.

17. QUALIFYING AND RACES

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

- 17.3 The Controllers reserve the right to have one (1) long distance race instead of two (2) shorter races. Where one (1) sprint race and one (1) long distance race are scheduled, points will remain as per Art. 12.5.
- 17.4 The Organisers must allocate a minimum of forty-five (45) minutes for practice sessions for SATC and SATC SupaCup combined prior to the commencement of official qualifying. Thereafter, where sessions are split, SATC's will go out first followed by the SATC SupaCup class with both classes being afforded the same amount of track time. However, for any rounds of the championship run at Kyalami, all practice times and sessions will be as per the published programme for the event.
- 17.5 Any vehicle not displaying the specified decals in the correct positions (as per Annexure A) may be precluded from participation or excluded by the Clerk of the Course, acting on the recommendation of the Controllers.
- 17.6 The addition of liquid (be it fuel, water or any such liquid) or mass to a car during qualifying or a race is expressly forbidden and contravention of this regulation will result in the offending competitor's recorded times being disallowed.
- 17.7 All cars must report for weighing before entering the pits during or after qualifying and all races. Refer SATC Technical Regulations Art 16.
- 17.8 Reserved.
- 17.9 SATC grids will be formulated as follows:
 - 17.9.1 **General:** The fastest car in qualifying shall start from pole position in race 1 for each of their respective classes. Second fastest will start from second position and so forth down to the last car of each class. Each class shall have its own grid positions and other classes will not be in between. If a SATC car fails to establish a qualifying time or establishes a time which will put him / her in the middle of the SATC SupaCup class he / she shall be allocated a slot at the rear of his / her class.
 - 17.9.2 **Race 1 grid** will be formed up according to the times established in official qualifying sessions including penalties, and cars shall be grouped according to Class (SATC and SATC SupaCup).
 - 17.9.3 **Race 2 grid**
 - SATC:** Race 2 grid will be determined by reversing the top six (6) of the finishing order of SATC from Race 1, excluding penalties unless the penalty is a technical exclusion which will result in the competitor starting from the back of the SATC grid for Race 2. If the Race 2 grid has less than six (6) starters then the full grid reverses, excluding penalties unless the penalty is a technical exclusion which will result in the competitor starting from the back of the SATC grid for Race 2. Competitors who do not start or finish Race 1 will be placed at the back of the SATC grid for Race 2 but ahead of any SATC competitors who were excluded from Race 1 due to a technical infringement.
 - SATC SupaCup:** Race 2 grid will be determined by the fastest lap times recorded in Race 1 with the competitor recording the fastest time being placed on pole position for Race 2 grid. Competitors who do not post a lap time in Race 1 will be placed at the back of the SATC SupaCup grid for Race 2.
- 17.10 SATC and SATC SupaCup will have separate grids. The SATC SupaCup class will form up with a 4-grid (i.e. 2 rows) slot gap and have separate set of start lights which will be a minimum of 3 seconds and a maximum of 10 seconds after SATC has started.
- 17.11 SATC will qualify in a separate session from SATC SupaCup.

18. SAFETY CAR

- 18.1 In addition to MSA Circuit Racing SSR 45, the CoC has the right to order the intervention of the Safety Car at any time. Should this occur, cars will follow the Safety Car in single file, maintaining their positions until the Safety Car is withdrawn and the lead car has passed the start / finish line, however all competitors may only pass other competitors once they have passed the green flag on the start / finish line.

19. RESERVED

20. PRACTICE / TESTING

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

21. RESERVED

22. DATA LOGGING AND DATA SHARING POLICY

22.1 Data Logging

22.1.1 SATC:

Refer NATIONAL SATC TECHNICAL REGULATIONS articles 14 and 15

All SATC competitors are required to use the Motec ECU data logger as part of the Motec ECU system or any other system specified by SATC to record the required data during qualifying and the races. The required data is GPS car speed, engine rpm, throttle pedal position, inlet manifold absolute pressure (MAP) ignition timing, engine air inlet temperature and engine water temperature. More channels may be recorded for the competitor's own use. Controlled BoP data in the ECU, Dash and PDM will be password locked by the TC's. The TC's will record the serial numbers of the ECU, Dash and PDM. The units may not be removed, swapped or tampered with. Penalties applicable. Art 22.1.3

22.1.2 SUPACUP

Refer 2026-MSA-VW-SupaCup-Technical-Regs-Recog-Form-A-V2-09.03.2026

All Supacup competitors are required to use the Motec Dash data logger or any other system specified by SATC to record the data during qualifying and the races. The required data is GPS car speed, engine rpm, throttle pedal position, inlet manifold absolute pressure(MAP), ignition timing, engine air inlet temperature and engine water temperature. More channels may be recorded for the competitor's own use. Controlled BoP data in the ECU, Dash and PDM will be password locked by the TC's. The TC's will record the serial numbers of ECU, Dash and PDM.

The units may not be removed, swapped or tampered with. Penalties applicable. Art 22.1.3

- 22.1.3 All race data will be logged in the ECU logger(SATC)or the Dash logger(Supacup). The data logging format will be loaded in a preset form and locked by the TC. All data of all sessions of the event must be logged and be **complete** from before the engine is started for the session until the engine is switched off after the session.
Incomplete data will be considered not to be in compliance with the series technical regulations. Such competitors will be penalised accordingly. For not being able to supply complete and correct data when required to do so, 20 seconds will be added to the competitor's race time for the first offence. Additional penalties may be applied, based on the TC's recommendation to the CoC.
- 22.1.4 Competitors may not remove their race vehicles from parc fermé after the qualifying session and the races of the day until they have completed all checks, including data downloading, and have been cleared by the TC's. Failure to comply with any of the above conditions will result in a penalty as per GCR 177. All race vehicles that start a qualifying session or race must be taken over the scale and to parc fermé before returning to the pit area. The onus is on the competitor or team. If the competitor is not able to cross the scale and enter Parc Fermé, the competitor has to make alternative arrangements with the TC's. Failing this, penalties may apply.
- 22.1.5 RESERVED

22.2 Data Sharing

Data shared with competitors are for their and their team's sole use and may not be subsequently shared by any party to any public and / or social media. Any competitor (or his / her team members) who is found guilty of such breach will be excluded from the results of the event in question and precluded from the next round of the Championship.

22.2.1 SATC and SupaCup:

All data from practice 1 to the final race collected by or on behalf of SATC including without limitation all data from in-car cameras shall be made available to SATC. The TC's may disclose the data to third parties for any reasonable purpose. All data collected excluding in-car camera footage, is available to all competitors with the permission of

the TC's. The TC's will download the data in Parc Fermé after which the TC will inspect the data for transgressions. After inspecting the data, all the logged dash data of all competitors from the three free practice sessions will be available to all competitors at the end of the practice day, or before qualifying if on Friday. All the logged data of all competitors from qualifying, race 1 and race 2 will be available to all competitors at the end of the race day. The teams will collect the data on team memory stick, or any alternative device as required by the TC's.

22.2.2 Reserved

23. TECHNICAL CONSULTANT (TC)

- 23.1 Technical Consultant/s (TC's) nominated by SATC and SATC SupaCup and appointed by MSA will attend South African Touring Car ("SATC") and SATC SupaCup Championship races to ensure compliance of all technical aspects. These names will be published in the SRs for every event. In the event of name changes, it will be published in a Race Bulletin before practice starts.
- 23.2 For the Technical Consultant's duties and powers see GCR 167.
- 23.3 The TC's will manage all the technical aspects.
- 23.4 The TC's will do pre-race scrutineering via a walk around and will document all findings. There will be no requirement for the SATC and SATC SupaCup Championship competitors to have cars scrutineered by the scrutineer of the day as per the SR's. The TC will be responsible for scrutineering and will have full authority over the Chief Scrutineer, and is declared to have non-protestable powers to determine any safety related matter concerning the cars and associated equipment, including but not limited to driver's apparel.

24. IN-CAR CAMERAS

- 24.1 In-car cameras are mandatory for driver conduct reviews as specified by Art 25 below.
- 24.2 The only cameras allowed to be used by SATC and SATC SupaCup competitors in events are:
 - Garmin Dash Cam Tandem.
 - Garmin Dash Cam Mini 2.
 - Go-Pro Hero 10 Video System.
 - VBox HD 2 Video System.
 - Motec V2 Video Kit.
 - Go-Pro Hero 12 Video System.
 - VBox HD Lite.
 - Insta360
- 24.3 Reserved
- 24.4 Cameras may only be connected to a direct 12v feed from the car and a direct earth connection, or operate from an internal battery.
No data may be collected / logged by the cameras from the car ECU or data logger or the car wiring harness by any means. No direct connections to the cameras, or by Wi-Fi or by blue tooth or by any other method are allowed.
No camera control systems except the embedded camera systems will be allowed.
The cameras must be set to switch on automatically at a speed above 20 km/h as measured on the GPS. The camera must be set to record the SAST or local GPS date and time.
- 24.5 All competitors (both SATC and SATC SupaCup) are to have front and rear facing cameras, safely mounted in their cars. The front facing camera must have a wide enough angle to view both front corners of the vehicle, the top of the steering wheel as well as the hand closest to the camera, so that the Driver Conduct Official and / or Clerk of the Course can observe steering wheel positions and changes. The onus is on each driver / team to ensure that the cameras are

working and switched on before each qualifying session and race and needs to record for the duration of the session.

25. THE PROCESS OF REVIEWING INCIDENTS AND APPLYING PENALTIES FOR SATC AND SATC SUPACUP

Incident reports must be in the hands of the Driver Conduct Official within 30 minutes of being released from Parc Ferme after the finish of the qualifying session or race concerned. However, the Driver Conduct Official and / or the Clerk of the Course may request further incident reports outside of this time limit.

Driving incidents will only be dealt with in terms of this document if they are the subject of:

- an incident report from one or more competing driver/s;

Reports from other sources may be reviewed, but the Driver Conduct Official shall not be obliged to consider and treat the subject as an incident in terms of this document.

The Driver Conduct Official has the power to act on incidents arising at race meetings with evidence becoming available. All penalties will be applied through the appointed Clerk of the Course and shall be confirmed in writing.

Prior to the application of penalties, drivers will be given the opportunity to attend a hearing. Drivers **with their entrants** will make themselves available for the hearing at a time and place nominated by the Driver Conduct Official.

A hearing will be considered to have properly taken place, and penalties may be imposed, even if the driver / drivers concerned fail to appear. ~~Only drivers are permitted at hearings (unless under the age of 18, then their guardian / entrant may be present) and they must present their own cases and evidence.~~

A suitable viewing system (preferably a laptop) must be supplied by drivers who will present their evidence. No evidence from the camera viewfinder will be considered. If the incident cannot be resolved on the day, a copy of the footage must be supplied to the Driver Conduct Official / Clerk of Course for later viewing. Failure to provide video evidence when requested to do so, may result in a penalty.

Findings, and any resultant penalties, will be advised to the competitor(s) verbally by the Driver Conduct Official and will be confirmed in writing by the Clerk of the Course.

The standards will be administered by the Driver Conduct Official, which shall be complemented by an MSA-licenced Clerk of the Course and be appointed by the series Controllers. The Driver Conduct Official will be responsible for reviewing all incidents during the course of the championship against the standards.

Competitors involved in incidents are required to remain at the circuit until the incident under review has been dealt with and finalized. Any failure to do so will result in the incident being dealt with in the absence of the competitor(s).

PENALTIES

Penalties are limited to the following, at the discretion of the Driver Conduct Official and Clerk of the Course:

A Yellow Card will be in the form of a square yellow sticker which will have to be displayed on the bottom of the windscreen, opposite to the driver.

Yellow Card System:

1st yellow card – The competitor is under observation if a competitor pushed or bumped another competitor off the circuit to gain a position. The guilty competitor will receive a yellow card and the position gained will be taken back. If the losing competitor loses more than 1 position or if he / she retires from the race due to damage caused by the accident, the causing competitor will finish behind the competitor that did not finish or lost more than one position.

A yellow card can also be issued for baulking in the race and qualifying.

The yellow card can also be given to the outside competitor for not allowing enough space on the inside and causing him- / herself to leave the circuit.

Should only minor contact be made between the leading and challenging competitors (e.g. mirror lost or a scratch or small dent), this will be seen as a fair & challenging pass at the discretion of the Driver Conduct Official.

Should any competitor who is competing under a yellow card be involved in another incident and is found guilty of causing the incident a red card will be given. This competitor will be excluded from the results of that race and precluded from participating for the balance of that meeting. In addition, he / she will also be precluded from competing at the next race meeting.

FURTHER PENALTIES THAT MAY APPLY:

1. Reprimand.
2. Relegation to back of the (class) grid for the next race start.
3. Time penalties (either pro-active for future races or retro-active for the race during which the incident occurred). The reference to 'time penalties' shall include the imposition of grid position penalties.
4. Exclusion.
5. Suspension from a specified round or rounds of the championship (Note: Where any such penalty is applied based on video evidence, said video evidence must first have been properly viewed on suitable equipment. The likes of television sets and computer monitors shall be considered to be "suitable equipment". The viewfinders on cameras shall not.)
6. Appropriate combinations of any of the above.

Penalties imposed during a season may, at the sole discretion of the Controllers, be carried over to the next championship season.

THE MACHINERY OF JUSTICE

With regards to driving conduct, the following levels of authority will apply:

- The first is the Clerk of the Course (in conjunction with the Driver Conduct Official);
- The second is the stewards of the meeting (alternate stewards may be appointed where necessary to hear protests between events);
- The third is an MSA-appointed Court of Appeal;
- The fourth is the MSA National Court of Appeal.

The outcome / finding / penalty as applied by the Clerk of the Course in conjunction with the Driver Conduct Official, may be protested to the stewards of the meeting, and their decision on a protest so lodged may then be subsequently appealed. The normal regulations governing protests and appeals, including the fees payable, as outlined in the MSA General Competition Rules and Appendices Handbook shall apply in all instances.

DRIVER CONDUCT

General

- **Dangerous / reckless driving can result in a penalty.**

~~• Only the competitors with their entrant (and guardian if under 18) are allowed in a hearing.~~

Refer SSR's 46 to 66 (where applicable).

- a) Bumping and / or pushing of other vehicles on the circuit is not allowed and any drivers found doing this may be penalised by the Clerk of the Course / Driver Conduct Official in terms of GCR 157. The Clerk of the Course and Driver Conduct Official must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties.

- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course / Driver Conduct Official, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders. Each case will be reviewed separately. If a competitor loses 2 (two) places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
- c) "Close proximity" - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 (one) car length behind the front car and in a position to make an overtaking manoeuvre.
- d) "Alongside" - Is anywhere from where the nose of the challenging vehicle is next to the front door or front wheel ahead of rear wheel of the lead vehicle inside or outside.
- e) The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner. (e.g. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner).

Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (e.g., from a left-hand corner to a right-hand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.) Mirrors: Should a competitor's mirror be folded in; the onus is on the competitor to take extra care when involved in an overtaking manoeuvre.

Excuses such as "my mirror was folded in and I could not see behind" will not be accepted. A competitor with a folded mirror should leave enough room for both cars to take the corner without contact. The internal mirror is still in place and this will give the driver a clear view of which way the challenging competitor has moved.

Straight Line racing

- i) If the front bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.
- ii) The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.
- iii) Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

Entering the Corner (Phase 1)

- i) Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (reference general rules above).
- iii) Once the lead car has entered the braking zone with a car in close proximity, the lead car may NOT change direction to block / crowd the challenger. (E.g., A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).
- iv) The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

Middle of the Corner (Phase 2)

- i. If the challenger is alongside the lead car, (front bumper at front door or front wheel ahead of rear wheel), in the braking zone up to the turning point of a corner, the lead car must allow space on the inside for the challenger.
(Note: Turn in point and not the end of braking zone, as some corners require turning whilst still

- on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Conduct Official to determine the turn in point if required.
- ii. It must be remembered that the lead car has too and will, turn with the aim of apexing unless the inside challenger is alongside and past the rear wheel at the turn in point.
 - iii. If at the turn in point, the inside car is past the rear wheel of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
 - iv. If at the turn in point, the car on the outside is behind the rear wheel of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner.
(Outside car cannot try and hang it around the outside).
 - v. If the outside car is now the challenger and its front bumper is next to or past the B pillar of the inside car at the turn in point (alongside the inside car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
 - vi. If midway through the corner the outside car (challenger) has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.
 - vii. Any bumping of the lead car from the back on the rear bumper is the fault of the challenger;
(Provided no brake testing has been performed by the lead car).
 - viii. Furthermore, the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
 - ix. The 'Y' or 'T' bone by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
 - x. The onus for a clean and clear overtaking manoeuvre lies with the challenger as he / she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.

Exiting the Corner (Phase 3)

- i. From the "apex" out (Mid Corner), if the outside car is past the inner car's B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide forcing the outer car off the circuit at the exit.
- ii. This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle or turning to take evasive action. If there is no evidence of evasive action this will certainly count against the inside car. At the same time, the outside car must also take care not to crowd the inside car inwards of the racing line.

If there was any contact made during an overtaking manoeuvre and both competitors felt it was a fair race and passing manoeuvre, no action will be taken.

26. GENERAL COMPLIANCE

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

27. PENALTIES FOR TECHNICAL INFRINGEMENTS (NON-CONFORMANCE)

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

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

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

28. AMENDMENTS AND ALTERATIONS TO THESE REGULATIONS

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

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

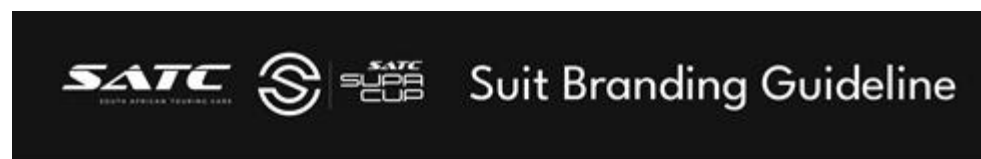
28.3 All technical regulations shall remain the same for a duration of five (5) years unless the changes are for Safety, Reliability, Lowering of Costs and or all stakeholders agree to the technical changes to these Regulations.

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

29. OFFICIAL NOTICE BOARD

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

ANNEXURE A: BRANDING / SPONSORSHIP GUIDELINES



1x Left Arm



1x Chest



Side Stickers Sticker x2



Windscreen Sticker x1

