



MSA HANDBOOK

2007

**General Competition
Rules & Appendices**

R60.00 Incl. Vat

MOTORSPORT - SOUTH AFRICA



GENERAL COMPETITION RULES (GCR's) AND APPENDICES

The contents of this Hand Book take effect from 1st January 2007

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CONTENTS

	Page
FIA/FIM/CIK DELEGATES, MSA BOARD, EXECUTIVE COUNCIL.....	4
MSA, MANAGEMENT COMMITTEE.....	5
COMMISSIONS/COMMITTEES	6
GENERAL COMPETITION RULES (GCR's)	
PART I Interpretation	16
PART II Administration of Rules	22
PART III Rights to Organise, Permissions, Approvals,Permits	23
PART IV Documents, Declarations, Sup.Reggs & Entries.....	26
PART V Entrants, Competitors/Drivers - Responsibilities, Medical Certificates, Licences	33
PART VI Powers & Responsibilities: Promoters/Organisers.....	41
PART VII Officials	43
PART VIII Penalties	57
PART IX Protests	62
PART X Appeals and Enquiries	65
PART XI Applicable to MSA - Sanctioned Events.....	70
APPENDICES	
Appendix "A" - Homologation	83
Appendix "D" - Courses, Road, Tracks and Records	86
Appendix "H" - Flags.....	102
Appendix "L" - Medical and Rescue Code.....	105
Appendix "R" - Fees	137
ENVIRONMENTAL CODE	148
PAST WORLD CHAMPIONS	176
S.A. MOTORSPORT CHAMPIONS	179
S.A. SPRINGBOK/NATIONAL COLOUR AWARDS, LIFE TIME ACHIEVEMENT AWARDS	199

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Deputy: Roger Pearce

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DE MOTOCYCLISME**

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Deputy: Roger Pearce

C.I.K – COMMISSION INTERNATIONALE DE KARTING

MSA Titular Member: Anthony Taylor

Deputy: Adrian Scholtz

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	Deon Joubert
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	Anthony Taylor
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Minute Scribe	Ms Jacqui Monteiro

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	Richard Sorensen	(Finance/Administration)
	Anthony Taylor	(Finance/Administration)
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MSA MANAGEMENT COMMITTEE

Chairperson:	Mrs Beulah Schoeman	(MD - MSA)
	Ms Jacqui Monteiro	(Administration)
	Mrs Felicity Prins	(Finance)
	Adrian Scholtz	(Circuit Racing)
	Allan Wheeler	(Non-Circuit)

MSA NATIONAL COURT OF APPEAL

Senior Counsel:	Justice Dirk Marais	
	Advocate Andre Bezuidenhout	
	Advocate Pierre de Waal	
Attorneys:	Jannie Geysler	
	Steve Harding	
	Willie Venter	
Sporting Members:	Arnold Chatz	
	Mike Clingman	
	Richard Schilling	
Secretary:	Adrian Scholtz	(MSA Manager – Sporting Services - Circuit)
	Allan Wheeler	(MSA Manager – Sporting Services - Non Circuit)

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MSA Ex Officio Member:	Adrian Scholtz	MSA Manager – Sporting Services
Minute Scribe/Co-Ordinator:	Mrs. Maria Buys	MSA Circuit Sport Coordinator

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MSA Ex Officio Member:	Adrian Scholtz	MSA Manager – Sporting Services
Minute Scribe/Co-Ordinator:	Mrs. Maria Buys	MSA Circuit Sport Coordinator

MOTORCYCLE CIRCUIT RACING COMMISSION

President:	George Portman Terry Barson Rodney Hiles Robert West Robert Breakspears Strech Henrik Russell Jones Alan North Gavin Lightfoot TBA TBA TBA	MSA Appointee Northern Regions Representative Border Representative Kwazulu-Natal Representative Eastern Province Rep. Western Cape Rep. MSA Technical Consultant Yamaha Distributor Representative Kawasaki Representative Honda Representative Suzuki Representative National Motorcycle Rep.
MSA Ex-Officio Member:	Adrian Scholtz	MSA Manager – Sporting Services
Hon. Min. Sec:	Mrs. Sue le Roux	
Secretary:	Mrs. Maria Buys	MSA Circuit Sport Coordinator

KARTING COMMISSION

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	Vito Bonafede	MSA Appointee / Technical Delegate
	Mrs. Joyce Dolinschek	MSA Appointee
	Sparky Bright	Track Safety inspector
	Gavin Lawrence	Northern Regions Regional Rep.
	Mike Rowe	EP Regional Rep.
	Kevin La Reserve	KZN Regional Rep.
	Mark De Nobrega	WC Regional Rep.
	Therrol Schwartz	Border Regional Rep.
	Terry Moss	Commercial Rights Holder
	TBA	FS/NC Regional Rep.
MSA Ex Officio Member:	Adrian Scholtz	MSA Manager – Sporting Services
Minute Scribe/Co-Ordinator:	Mrs. Maria Buys	MSA Circuit Sport Coordinator

RALLY COMMISSION

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	Jerry Bailey	MSA Appointee / Technical Delegate
	Francois Pretorius	MSA Appointee
	Richard Leeke	MSA Appointee
	Whammy Haddad	MSA Appointee
	Douglas Judd	MSA Appointee
	Allan de Souza	MSA Appointee / Medical Panel Representative
	Laurie Steyn	Regularity Rep.
	Tony Ball	Competitors' Rep.
	Etienne Lourens	Competitors' Rep.
	Visser Du Plessis	Competitor's Rep.
	Bill Bright	Organisers' Rep.
	Fred Vroomen	Organisers' Rep.
	John Ogden	Organisers' Rep.
	Pieter Dearlove	Northern Regions Regional Rep.
	Derek Jacobs	WC Regional Rep.
	Johan Klaasen	KZN Regional Rep.
	Mohammed Moosa	Transformation Rep.
	Andre van der Watt	Manufactures Rep.
	Ben van der Westhuizen	SAHRA Representative
MSA Ex-Officio Member:	Allan Wheeler	MSA Manager – Sporting Services
Minute Scribe/Co-Ordinator:	Mrs. Jeanne Venter	MSA Non-Circuit Sport Coordinator

OFF ROAD CAR RACING COMMISSION

President:	Piet Swanepoel	MSA Appointee
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	Lehlohonolo Makenete	MSA Appointee/Transformation
	Sam Moolla	MSA Appointee/Transformation
	Francois Jordaan	MSA Appointee
	Jeremy Minchin	MAFIK Representative
	Willie Prinsloo	Special Vehicle Competitors' Representative
	Bill Bright	CPMCC Representative
	Rob Gibson	KZN Regional Representative

	Willie Du Plessis	SAM Representative
	Bill Viljoen	4 Wheel Drive Club Representative
	Peter Luck	LORMC Representative
	Adri Roets	ORSA/National Events Representative
	Dick Sorensen	Technical Representative
	Dirk van Wyk	4X4 Challenge/Jamboree Representative
MSA Ex-Officio Member:	Allan Wheeler	MSA Manager – Sporting Services
Hon. Min. Sec:	Ms. Charmaine Fortune	
Co-Ordinator:	Mrs Jeanne Venter	MSA Non-Circuit Sport Coordinator

M/C OFF ROAD, ENDURO, QUAD & TRIALS COMMISSION

President:	Ian Mirk	MSA Appointee
Vice-President:	Chris Shinn	MSA Appointee
	Russel Campbell	MSA Appointee
	Peter Luck	MSA Appointee
	Andre Stassen	Officials Rep
	Darryl Curtis	Riders Rep
	Butch Hirsch	Riders Rep
	Cornel De Villiers	Riders Rep
	Jacques Struwig	Riders Rep
	Chris Coertser	Riders Rep
	Stewart Ramsey	Riders Rep & KZN Regional Rep
	Mrs. Dinks Pitchford	Northern Regions Regional Rep
	Geoff Blandford	Eastern Province Regional Rep
	Pet Potgieter	Free State Regional Rep
	Pieter van der Vyfer	Border Regional Rep
	Elza Thiart	Media Rep
	Karen Wentworth	Development (Ladies)
	Frank de Greef	Development (Children)
	Dave Wood	Trials
MSA Ex-Officio Member:	Allan Wheeler	MSA Manager – Sporting Services
Hon. Min. Sec:	Mrs. Jenny Mirk	
Co-Ordinator:	Mrs. Jeanne Venter	MSA Non-Circuit Sport Coordinator

MOTOCROSS COMMISSION

President:	Paddy Venske	MSA Appointee
	Philip Stegen	MSA Appointee
	Euri Mlimi	MSA Appointee/Transformation
	Mark Myron	MSA Appointee
	Tony Jones	Northern Regions Jnr. Rep.
	Dave White	Northern Regions Snr. Rep.
	Paul Vlaanderen	Western Cape Jnr. Rep.
	Jan Thorsen	Western Cape Snr. Rep.
	William Gaugain	Kwazulu-Natal Snr. Rep.
	Paul Fenton	Kwazulu-Natal Jnr. Rep.
	Carl Torlage	Free State/NC Jnr. Rep.
	Kenny Saunders	FS/NC Snr. Rep.
	Greg Harvey	Border Jnr. Rep.
	Keith Wood	Border Snr. Rep.
	Mark Potgieter	Eastern Province Jnr. Rep.
	Theo Mare	Eastern Province Snr. Rep.

	Sean Tormey	Manufactures' Rep. - Yamaha
	Geoff Den	Manufactures' Rep. - Suzuki
	Robert Bowen	Manufactures' Rep. - KTM
	John Hall	Manufactures' Rep. – Kawasaki
	Andre Geldenhuys	Manufactures' Rep. - Honda
	Darryl Fitz-Gerald	Riders' Rep.
	Ken Somerville	Technical Representative
MSA Ex-Officio Member:	Allan Wheeler	MSA Manager – Sporting Services
Minute Scribe/Co-ordinator:	Ms Carmen Petzer	MSA Non-Circuit Sport Coordinator

DRAG RACING COMMISSION

President:	Allan Wheeler	MSA Appointee
Vice Chairman:	Mick van Rensburg	MSA Appointee
	Nico van Rensburg	Technical/Drag Rep.
	Kas Moodley	KZN Regional Rep.
	John Barnes	FS/NC Regional Rep.
	Ronnie Wollenschlaeger	Border Regional Rep.
	Johan van Zyl	Officials Rep.
	Brad Anassis	Drag M/Cycle Rep.
	Gavin Wilkins	Drivers Rep.
	Frans Mennie	Drivers Rep.
	Wally Pappas	NR Chairman & MSA Appointee
	Ms. Jan Johnson	Drag Racing Marketing Rep.
MSA Ex Officio Member:	Allan Wheeler	MSA Manager – Sporting Services
Hon. Min. Sec:	Mrs Sue Drezwicka	
Co-Ordinator:	Ms Carmen Petzer	MSA Sport Coordinator

HISTORIC & MARQUE VEHICLE COMMISSION

President:	Leo Middelberg	MSA Appointee
Vice - President:	Mick Oosthuizen	MSA Appointee/NR Representative
	Roger Pearce	MSA Appointee
	Ian Huntley	SAMCA Representative
	Tubby Bennett	Eastern Province Representative
	Steve Crook	CRRASA Representative
	Ken Tilly	Kwazulu Natal Representative
	Zack Lombard	FS/Northern Cape Representative
	Robbie Collins	Border Representative
	Dr. Wynand Swanepoel	SAVVA Representative
	John Ogden	SAHRA Representative
	Brian Smith	Western Cape Representative
Hon. Min. Sec:	Patrick Dunseith	
MSA Ex-Officio Member:	Adrian Scholtz	MSA Manager – Sporting Services

MEDICAL & ENVIRONMENTAL PANEL

President:	Dr. John Boden	MSA Appointee
Vice President:	Neil Gargan	WC Regional Rep.
	Allan De Souza	NR Rep. (Rally, OR Cars & MC, Historic/Classic)
	Rolf Schana	NR Rep. (Circuit)
	Mrs. Dinks Pitchford	NR Rep. (Off Road M/Cycle)
	Hans Hartmann	KZN Regional Rep.
	Ashwell Botha	EP Regional Rep.
	Charles Hellyar	Safety Representative
	Grant Sim	Marshals Representative
Minute Scribe:	Ms. Jacqui Monteiro	MSA Admin Manager

CIRCUIT AND SAFETY PANEL

President:	Piet Swanepoel	MSA Appointee
	Dr. John Boden	MSA Appointee/Medical Panel
	Sparky Bright	MSA Appointee
	Charles Hellyar	MSA Safety Appointee
	Glenn Rowden	Northern Regions Reg. Representative
	Philip Stegen	Kwazulu-Natal Reg. Representative
	Chris Shinn	Eastern Prov. Reg. Representative
	Tony Norton	Western Cape Reg. Representative
	Andrew Eva	Scrutineering
	Sheldon Ball	Border Regional Representative
	Wally Pappas	Drag Representative
Minute Scribe/Co-ordinator:	Mrs Christelle Grobler	MSA Sport Coordinator

MARSHAL PANEL

President:	Kobus Steenberg	
	Ms. Mandy Badenhorst	Karting Representative
	Christo Hattingh	Off Road Car Racing Representative
	Les Johnstone	Oval Racing Representative
	Kas Moodley	Drag Racing Representative
	Andre Stassen	Off Road M/Cycle, Enduro & Quad Representative
	Mrs Yolanda Steenberg	Circuit Racing Representative
Circuit Racing Representatives:	Les Pantony	Killarney
	Glenn Rowden	Lichtenburg
	Schultz Swanepoel	Zwartkops Raceway
	Blackie Swart	Kyalami
	Hennie van Jaarsveld	East London
	Willie Zietsman	Aldo Scribante
	T.B.A.	Midvaal Raceway
	T.B.A.	WesBank Raceway
Hon. Minute Scribe:		

WOMEN IN MOTORSPORT PANEL

President:	Ms Wilmarie Janse van Rensburg	
	Mrs Estie du Toit	PR/Communication – Car Racing
	Ms Avril Mills	PR/Communication – M/Cycling
	Ms Jacqui Monteiro	Environment Representative
	Ms Taz Singh	Drag Racing Representative
	Mrs Yolanda Steenberg	Officials' Representative
	Mrs Trudy Stegen	Motocross Representative
	Mrs Samantha Tinkler	Off Road M/Cycles, Enduro, Trials Representative
	Ms Marcelle Trethewey	Off Road Car Racing Representative
	Ms Jackie van Breda	Car Circuit Racing Representative
	Ms Belinda Webbstock	SuperMoto Representative
	Mrs Isebel van der Westhuizen	Circuit Organisers' Representative
	Dr. Debbie van Niekerk	Medical Representative
	Mrs Natasha Vaughn-Flack	Rally Representative
	Mrs Karen Wentworth	Quad Representative
	Ms Mishka Moller	M/C Rallying/Leisure Riding Representative
	T.B.A.	Vintage M/C Rallying/Leisure Riding Representative
	Miss Teresia de Jongh	Oval Racing (Tar & Dirt) Representative
	Mrs Lynne Bright	Karting Representative
	T.B.A.	Marketing Representative
Panel Coordinator:	Mrs Jackie Schreiber	

CIRCUIT OWNERS / PROMOTERS PANEL

President:	Peter du Toit	Zwartkops Raceway
	Denis Klopper	Kyalami Int. Circuit
	Terry Moss	Aldo Scribante Circuit
	Deon Joubert	Killarney Circuit
	Boet Marais	East London Circuit
	Peter Lindenberg	WesbankRaceway
	Mrs Estie du Toit	Phakisa Freeway
	Mel Lahner	Midvaal Raceway
	Glenn Rowden	Lichtenburg Raceway
Hon. Secretary/ Minute Scribe:	Mrs. Isebel van der Westhuizen	

2007 MSA REGIONAL COMMITTEES

NORTHERN REGION

Chairman:	Glenn Rowden	Car Circuit Representative
Vice Chairman:	Steve Miller	MSA Appointee/HRCR Representative
	Ralf Gebert	MSA Appointee
	Francois Pretorius	MSA Appointee
	Jimi Smith	MSA Appointee
	Ken Rolfe	MSA Appointee
	Allan De Souza	MSA Appointee/Medical Representative (Non Circuit)
	Rolf Schana	MSA Appointee/Medical Representative (Circuit)
	Benedict Maaga	MSA Appointee/Transformation Representative
	Terry Stidworthy	Car Circuit Racing Representative
	Adri Roets	Off Road Car Representative
	Mrs. Dinks Pitchford	Motorcycle Off Road/Enduro Representative
	Graham Harris	Observed Trials Representative
	Pieter Dearlove	Rally Representative
	Terry Barson	Motorcycle Circuit Racing Representative
	Tony Jones	Jnr Motocross Representative
	Dave White	Snr Motocross Representative
	Emden Els	Quad Representative
	Wally Pappas	Drag Racing Representative
	Derick Smalberger	Karting Representative
	Dirk van Wyk	4 x 4 Challenge Representative
	Keith Bateman	Oval Representative
Regional Co-Ordinators:	Mrs. Maria Buys	MSA Circuit Racing & Karting Co-Ordinator
	Mrs. Jeanne Venter	MSA Non-Circuit Racing Co-Ordinator
	Mrs. Christelle Grobler	MSA Sport Co-Ordinator (Oval)
	Ms. Carmen Petzer	MSA Non- Circuit (Motocross & Drags)

WESTERN CAPE

Chairman:	Brian Jeffries	MSA Appointee
Vice Chairman:	Tony Norton	MSA Appointee
	Jack v d Westhuizen	MSA Appointee
	Wilfred Steenveld	MSA Appointee
	Dave Malan	MSA Appointee
	Mrs. Joyce Dolinschek	MSA Appointee
	Howard Daniels	MSA Appointee/Transformation Representative
	Derek Jacobs	Rally Representative
	Brian Smith	Car Circuit Racing Representative
	T.B.A.	Enduro Representative
	Jan Thorsen	Snr Motocross Representative
	Paul Vlaanderen	Jnr Motocross Representative
	Strech Henrik	Motorcycle Circuit Racing Representative
	Dennis Maytom	4X4 Challenge Representative
	Jimmy Pantony	SCMC Representative
	Neil Gargan	Medical Representative
	Mark De Nobrega	Karting Representative
	Greg McGavin	Quad Representative
	Glen de Jong	Oval Representative
	Sakkie Joubert	Oval Representative
Regional Co-Ordinator:	Mrs. Lorraine van der Walt	MSA Sport Co-Ordinator

BORDER

Chairman:	Ray Brooks	MSA Appointee
Vice Chairman:	Sheldon Ball	MSA Appointee/Border Safety Chairman
	Barry Burger	MSA Appointee
	Mrs. Naidene Martin	MSA Appointee/Transformation Representative
	Tony Martin	MSA Appointee/Transformation Representative
	Charwyne Benito	Car Circuit/Saloon Representative
	Robbie Collins	Historic Representative
	Rodney Hiles	Motorcycle Circuit Racing Representative
	Therrol Schwartz	Karting Representative
	Piet van der Vyver	Enduro Representative
	Greg Vincent	Observed Trials Representative
	Ronnie Wollenschlaeger	Drag Representative
	Keith Wood	Snr Motocross Representative
	Greg Harvey	Jnr Motocross Representative
 Hon. Min. Sec.	 Mrs. Carol Radloff	
Regional Co-ordinator	Archie Ntosi	MSA Regional Sport Co-Ordinator

EASTERN PROVINCE

Chairman:	Chris Shinn	MSA Appointee
Vice Chairman:	Roger Stephen	MSA Appointee
	Barry Kapelus	MSA Appointee
	Geoff Blandford	MSA Appointee
	Keith Coleman	MSA Appointee
	Sparky Bright	MSA Appointee
	Joe Fourie	MSA Appointee
	David Bevan	Enduro Representative
	Tubby Bennet	Historic Racing Representative
	Richard Blandford	Motorcycle Off Road/Quad Racing Representative
	Ashwell Botha	Medical & Transformation Representative
	Robert Breakspear	Motorcycle Circuit Representative
	Theo Mare	Snr Motocross Representative
	Mark Potgieter	Jnr Motocross Representative
	Mike Rowe	Karting Representative
	Duanne Brassel	Oval Representative
 Hon. Min. Sec.	 Mrs. Joan Shinn	
Regional Co-ordinator	Archie Ntosi	MSA Regional Sport Co-Ordinator

KWAZULU NATAL

Chairman:	Julian Lurie	MSA Appointee
Vice Chairman:	Phillip Stegen	MSA Appointee/KZN Safety Inspector
	Iqbal Naroth	MSA Appointee/Press Liaison Officer
	Hans Hartmann	MSA Appointee/Medical Representative
	Paul Fenton	Jnr Motocross Representative
	William Gaugain	Snr Motocross Representative
	Rob Gibson	Off Road Car Representative
	Johan Klaasen	Rally Representative
	Kevin La Reserve	Karting Representative
	Mervin Marais	Enduro & Observed Trials Representative
	Neil McCann	Harescramble Representative
	Kas Moodley	Drag Racing Representative
	Stewart Ramsay	Off Road Motorcycle & Quad Representative
	Robert West	Motorcycle Circuit Representative
	Neville Loosemore	Oval Representative
Regional Co-Ordinator:	Mrs. Gay Tilbury	MSA Sport Co-Ordinator

FREE STATE

Chairman:	Etienne Swanepoel	MSA Appointee
Vice Chairman:	Willie Raubenheimer	Rally Representative
	John Barnes	MSA Appointee/Drag Racing
	Molema Muchudi	MSA Appointee/ Transformation
	Bill Cheney	MSA Appointee/NC Representative
	Mrs. Estie du Toit	MSA Appointee/Phakisa Representative
	T.B.A.	Karting & Development Representative
	Piet Potgieter	Off Road Representative (Incl Cars, M/C & Quads)
	Kenny Saunders	Snr Motocross Representative
	Carl Torlage	Jnr Motocross Representative
	Kobus Steenberg	Marshalling Representative
	Barend Maree	Oval Representative
Hon. Minute Sec.	Mrs. Yolanda Steenberg	
Regional Co-Ordinator:	Archie Ntoyi	MSA Regional Sport Co-Ordinator



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PART I

GENERAL COMPETITION RULES (GCR's)

INTRODUCTION

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

CONTROL OF MOTORSPORT

MSA holds the sporting authority to govern motorsport as conferred or delegated by the FIA, CIK and FIM and any other international or national sporting bodies, Associations and Federations, which shall mean it holds the exclusive right to take all decisions concerning the organising, direction and management of motorsport in South Africa.

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 GCR's, which conform to the Codes of the FIA, CIK and FIM.

INTERPRETATION

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

GCR

1. "GCR's" (General Competition Rules) means the rules as contained herein together with all Appendices.
2. **RESERVED.**
3. "MSA" means Motorsport South Africa.
4. **RESERVED.**
5. "MEC" means the Motorsport Executive Council of MSA.
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.
13. **"THE TERRITORY OF MSA"** means the Republic of South Africa, Botswana, Lesotho and Swaziland as defined in the Articles.
14. **"SSR's"** 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. **"SR's"** 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 signed by a 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. At circuits, the official notice board must 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, passenger or rider, provided that, where any person so involved is a minor, the natural parent or guardian of such minor will be deemed to be the competitor for purposes of the GCR's. (Refer to GCR 127 - Indemnity Form)
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/machine in competition and who is in possession of a licence. References to drivers include riders (where applicable) and vice versa.
22. **"ENTRANT"** means any person, persons or body who enters a vehicle in a competition and who is in possession of a licence.
23. **"PASSENGER"** means a person or persons, other than a driver, co-driver or navigator, conveyed in a vehicle during a competition.
24. **"NATIONALITY"** means the nationality of a competitor, who, for the purpose of these rules, shall be

INTERPRETATION-GCR's

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. "**CLUB/ASSOCIATION**" means any body recognised by and affiliated to MSA as a club or association 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 day and any day shall be included in the computation of any time expressed in days in these rules.
29. "**CIRCUIT**" means a permanent or temporary track in possession of a licence issued by MSA to utilise such track for any 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**" 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 (or cylinders) by the upward or downward movement of the piston/pistons. Such volume is expressed in cm^3 and for all calculations relating to cylinder capacity, the symbol π 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 wheels not aligned, which must always be in contact with the ground, the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Special Vehicles:
Vehicles on at least four 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 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 a race/races/heats/sections that is completed at a meeting.

- 41. **"SERIES"** means a competition comprising of more than one event and in which each event is organised in terms of the same SR's and SSR's.

- 42. **"MEETING"** means a competition during which different classes of vehicles compete in separate events.

- 43. **"A NATIONAL CHAMPIONSHIP"** means several events run in at least 4 different regions subject to there being suitable venues and infrastructure available, designated by MSA as motorsport regions. MSA may, in exceptional cases, if so warranted by circumstances, reduce the number of regions required to three. As the only two "A Graded" drag strips are in Gauteng, dispensation has been granted - for safety reasons - for the National Drag Racing Championship to be run in one region only, namely Northern Regions.

- 44. **"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 SR's applicable to such competition.

- 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 SR's made applicable to such competition, seek 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, ie 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.

INTERPRETATION-GCR's

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 Handbook.
51. **"MOTORCYCLE COMPETITIONS"** means a competition in which motorcycles compete in terms of the regulations and specifications contained in the Circuit and Non-Circuit Handbooks.
52. **"DRAG RACES/RACING"** means an acceleration competition between two 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 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/machine's performance is judged by timing its progress over a given distance or by the distance covered by the vehicle/machine in a given time. The term "speed event" will also include hillclimbs, sprints, rallycross, autocross, slalom, record attempts and other similar competitions.
55. **"CLASSIFICATION"** means the grouping of vehicles/machines 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 the AMU 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. **"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 licence appropriate to the event, and who is otherwise eligible to compete in it.
59. i) **"NATIONAL COMPETITION/EVENT"** means an event inscribed as such on the National Sporting Calendar of MSA and open to any holder of a licence appropriate to the event and who is otherwise eligible to compete in it.

ii) **"NATIONAL CHAMPIONSHIP SERIES"** means a South African National Championship series of events run in at least four motorsport regions subject to there being suitable venues and infrastructure available, or as decided by MSA at its discretion, in terms of GCR 43.
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 allow the inter-participation of a maximum of two regions.

- 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 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 National Sporting Calendar or on a regional sporting Calendar of MSA open only to licence holders 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 on the permit 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.

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 SSR's and the SR's 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 CSI's (see GCR 12) 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 Articles of Association 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 tribunal or court consisting of not less than three persons appointed by MSA. 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 a tribunal and to its National Court of Appeal against the decision of an MSA court finding. 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 Tribunal or 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 Tribunal or 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 addition to, amendment, repeal or substitution of GCR, SSR or SR shall become of force and effect at the time and on the day that such addition to, amendment, repeal or substitution is posted on any notice board designated by MSA as an official notice board (refer GCR 17) or is published in an MSA circular or bulletin. (See also GCR 70 (iii)).

68. NOTICES

- i) Any communications required under these rules are to be made to MSA and shall be addressed to the Managing Director, Motorsport SA, PO Box 11499, Vorna Valley, 1686 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 delivered, faxed, e-mailed or posted. Any communication sent by post shall be deemed to have reached the addressee within 14 days. Faxed and e-mail communications shall be deemed to have reached the addressee within 7 days. 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 postal address.
 - a) An Appellant: To the address given on the notice of appeal.
 - b) A licensed 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 unlicensed official (not being an appellant): To the address given on the permit application, or that given in the SR's for the event, or the last known address.

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

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

- MSA itself; or
- 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.

Competitions are governed by:

- i) the GCR's of MSA;
- ii) the appropriate sections of SSR's;
- iii) any instructions issued from time to time in MSA circulars or bulletins;
- iv) the SR's;
- v) the official instructions issued on certain events (See GCR 17);
- vi) the final instructions issued to competitors which form an addendum to the SR's;
- vii) the regulations and specifications issued or approved by MSA for specific types of vehicles/machines, or events;
- viii) any instructions issued by MSA in writing;
- ix) the laws of the territory in which the competition takes place;
- x) the CSI's of the FIA, CIK or FIM.

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 delegations 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 code and regulations in respect of a competition.

73. ORGANISING COMMITTEE

A committee of at least three persons approved by MSA and authorised by the promoters to organise a meeting and to enforce the SR's 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

PERMITS-GCR's

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. UNAUTHORISED COMPETITIONS

The organisation or holding of any competition within the territory of MSA other than in accordance with these rules shall render every person connected therewith or taking part therein, whether as promoters, organising committee, competitor, official or otherwise, liable to the consequences and penalties provided by GCR 174. If such a competition is included in a meeting for which an organising permit has been granted, the permit shall be null and void, and the promoters shall return all entry fees.

Should the competition count towards a championship or other award, it shall not be taken into consideration therewith. Any competition for which necessary government, administrative or private authorisation has not been obtained, shall be prohibited by MSA/deemed to be an unauthorised competition.

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 out in writing and accompanied (where applicable) by the appropriate fees (see Appendix "R") together with a draft of the proposed SR's and entry form. **The application must be lodged with MSA at least six weeks before the date of the proposed competition and must state:**

- 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.

Application for waiver of permits shall be submitted in writing, giving adequate reasons for the application and full details of the competition or event concerned. **Such application must be lodged with MSA at least two weeks before the date of the proposed competition/event.**

NOTE: SR's 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.

79. APPLICATION FOR A TRACK/CIRCUIT LICENCE

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 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 SR's (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 permit fees have been paid.

81. APPLICATION FOR CALENDAR DATES

A promoter or organiser, to avoid the payment of late inscription fees, must apply for inscription during the year preceding the event (See Appendix R – Art. 1.).

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 will be called for. In addition, applications to stage international events, shall be submitted to MSA, and the Sporting Commission concerned for necessary approval.

82. INSURANCE

- i) MSA shall arrange public liability insurance cover on behalf of promoters/organisers in respect of all competitions or 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 licensed officials provided the names of the officials and their duties are supplied in writing **at least 7 (seven) days before the competition or event is held.**

83. COMMERCIAL 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. (Refer to Art. 15 of Appendix R).
- 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.

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



KYALAMI MARSHALS ASSOCIATION

**Dedicated and Trained Marshals
available for Circuit, MotoX & Karting
Contact our Chief Marshal at
kma2@kma.org.za**

**Interested in becoming a Marshal?
Contact our Chief Training Officer at
kma1@kma.org.za**

**For more information visit our website
www.kma.org.za**

PART IV

DOCUMENTS, DECLARATIONS, SUPPLEMENTARY REGULATIONS AND ENTRIES

GCR

84. OFFICIAL DOCUMENTS

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

- i) MSA approved SR's for the competition or various competitions forming part of a meeting. These shall conform to and not conflict with the relevant CSI's, GCR's, SSR's and any official instruction issued by MSA;
- ii) a draft timetable;
- iii) an entry form complying with GCR's 91, 92 and 93.

85. LOGOS FOR INTERNATIONAL AND NATIONAL COMPETITIONS

In a conspicuous position on the outer front cover of the SR's and programme, logos as per the examples below and overleaf shall occur as follows:

- i) In the case of **international competitions** held under the sporting code of the **FIA**, an FIA logo together with that of MSA.
- ii) In the case of **international competitions** held under the sporting code of the **FIM**, an FIM logo together with that of MSA.
- iii) In the case of **national competitions** held under the permit of MSA, an MSA logo (**See Appendix R – Art. 2(ii) (f) regarding penalty for non-compliance**).
- iv) The following are the sizes and format of the logos to be used in all cases for **FIA and FIM International events**:



The logo for an FIA sanctioned event is designed as a rubber stamp to appear as an endorsement, and therefore must always be positioned with secondary importance to the event title. This is achieved by layout, size and angle (see example). This logo must not be used as a heading or on its own without an event title. **These events are not FIA world or other championships, for which special logos apply.** The logo must be printed in only one colour. This may be black or white out of a background colour. When colour printing is available the logo may be printed either:

- a) pantone purple 271 (60% cyan/50 % magenta); or
- b) pantone red 192 (80 % yellow/100 & magenta).

Choose the colour which best suits your design.

86. ANNOUNCEMENTS TO BE MADE ON OFFICIAL DOCUMENTS

Supplementary regulations, programmes and 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 SA and these Supplementary Regulations, Permit No_____.

87. CONTENTS OF THE SUPPLEMENTARY REGULATIONS

The SR's shall contain (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;
- 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 in regard to 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 GCR's;
- xxviii) if appropriate, that a change of driver is permitted (see GCR's 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).

In drawing up the SR's, organisers will take the following into account:

SSR's shall not be repeated either in whole or in part in any SR's. 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 SR's

No alteration or addition shall be made to the SR's (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 (or the Jury in motocross events) agree to such alteration or addition, IN WRITING.

89. PROGRAMME TO BE SENT TO MSA

The promoters of any competition shall **within 21 days of the competition**, send a copy of the official programme of the competition to:

The Manager – Sporting Services
Motorsport SA
PO Box 11499
VORNA VALLEY
1686

90. CONTENTS OF THE PROGRAMME

The programme shall contain (in so far as appropriate to the meeting or competition to which it relates) the following information:

- i) a statement in accordance with GCR 86 of these rules and the words 'official programme' in prominent lettering on the front cover, **together with necessary motorsport logos;**
- ii) the name of the promoters and the organising committee (if any) and the names of any sponsor(s);
- iii) place and date of competition(s);
- iv) a short description and the timetable of the proposed competitions;
- v) names of the entrants and drivers with the distinctive numbers or marks displayed on their vehicles. Assumed names must appear between inverted commas;
- vi) the names of the Stewards of the Meeting (including which of such Stewards have been appointed by MSA), or the Members of the Jury (where applicable), the Clerk of the Course and the Judges of Fact (if any);
- vii) 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 promoters 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 nabagugquzeli 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. Abagugquzeli nabahleli balomjaho abanaso isiqinisekiso sokuphepha kwezi bukeli. Ukuphepha kwakho kusezandleni zakho.

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.

A programme need not be published for closed events, but the above information where applicable, must be furnished to MSA before the meeting and be made available to the competitors at the meeting.

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 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. 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/MACHINE**
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/machine 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 true full names and addresses of entrant, driver(s) and passenger(s) (if appropriate to the competition) and the licence number(s) of the entrant, driver(s) and passenger(s). SR's may permit the nomination of driver(s), rider(s) and passenger(s) to be deferred, but no driver, rider or passenger 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 or guardian".
- iv) a statement in accordance with GCR 86;
- v) any other information required by the SR's to be stated on the entry form.

93. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR

Every entrant and driver/rider shall sign the relevant declarations and undertakings set out hereunder, which shall form part of the licence application form:

- 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/machine, I may not take part in the event concerned unless expressly permitted 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(s)/driver(s) entered by me, possess the standard of competence necessary to take part in any event entered, and that any vehicle/machine entered will be suitable and raceworthy/roadworthy, having regard to the speeds which will be reached."
- iii) "I declare that any vehicle/machine 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, that 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/machine is found not to comply with the relevant regulations and specifications."

94. SIGNATORY TO ENTRY FORM

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

95. RECEIPT OF ENTRIES

On receipt of an approved copy of the SR's and an organising permit from MSA, the organisers must publish these regulations and entry form on an acceptable website and send the regulations to competitors at least 14 days prior to the date of the event bearing in mind that not all competitors have internet access. This can be done either by post, telefax or via e-mail. 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 invalid.

An entry from a foreign competitor shall not be accepted for an event to be held in the territory of MSA or for any event run under an MSA organising permit unless:

- i) the event is inscribed on an international calendar of the FIA or the FIM, and
- ii) he holds an international competition licence issued by his own ASN or FMN, and
- iii) he is also in possession of a visa issued by his own ASN or FMN authorising him to compete outside his own territory.

96. ENTRY BY FAX, E-MAIL OR TELEGRAM

Notwithstanding the provisions of GCR 95, an entry may be made by fax, e-mail or telegram provided it is dispatched before the time laid down for the closing of entries and a confirmatory letter with the entry fee (if any) is dispatched simultaneously. Should a faxed or e-mailed entry form not contain the signature of a competitor, the competitor making entry by fax, e-mail or telegram shall not be permitted to compete until he has completed and signed an entry form and any required declaration/undertaking. The time of dispatch shown on the fax, e-mail or telegram will be conclusive evidence of time of dispatch of the entry.

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 checking of entrant's and drivers'/riders' licences. For foreign competitors the licences and authorisation (visas) of their ASN or FMN must also be checked. In international events held entirely on tarred circuits the medical card of the driver must be checked by a medical officer who shall return the medical card at the end of the event. 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 without giving reasons, the latter with the proviso that 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 conditions(s) before being permitted to start provided that such conditions are stated in the SR's;
- 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 SR's;

- 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/machine or driver(s)/rider(s) from those nominated in the official programme or official instructions, on written application being made by the entrant **not less than one 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 SR's 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 fax, e-mail or telegram within 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 SR's those to be accepted shall be selected in the manner specified in the SR's. 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. Acceptance of entries is signified by their publication in the programme.

102. PROMOTERS TO ACKNOWLEDGE ENTRIES

Promoters shall, within seven days of receipt of an entry or within two days after the closing date for entries, whichever is earlier, **notify an entrant** that his/her entry is:

- i) accepted; or
- ii) refused; or
- iii) placed on a list of reserves; or
- iv) 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 2 days after closing of entries.

103. CONDITIONAL ACCEPTANCE OF ENTRIES

SR's 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 by letter, fax, e-mail or telegram dispatched at the latest on the day following closing of entries.

104. CLOSING OF ENTRIES

The date specified in the SR's for the closing of entries shall, in the case of **international** meetings, be **not less than seven days** and, in the case of **other competitions**, **not less than two 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 or driver in respect of whom they have not received, accepted or conditionally accepted an entry or a nomination. Acceptance shall be shown as such by virtue of publication of same in the programme. 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

SUP, REGS-GCR's

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/machine 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/machine shall not compete more than once in the event and unless the SR's 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;
- ii) the entry is withdrawn in accordance with GCR 110;
- iii) the entry, as a reserve entry, does not participate in the competition;
- iv) the competition is abandoned or postponed for more than 24 hours (see GCR 244);
- 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 to which the under-mentioned GCR's refer provided that the promoters are notified accordingly within 2 days of the entrant being notified of the status of the entry:
GCR 102 ii)
GCR 102 iii)
GCR 102 iv)
- 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 through a committee or tribunal, shall judge the matter. **In such case the 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 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 it's driver(s)/rider(s);
- 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 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 international events but, however, may agree in writing to their driver(s) or others lodging a protest or appeal. Such agreement should not be withheld unless the entrant finds it contrary to either the interests of the sporting competition or the entrant's own interests;
- 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 year;
- 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, passengers 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.

114. ENTRANT'S REPRESENTATIVE

In the absence of an entrant, the nominated driver, or first nominated driver 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.

LICENCES-GCR's

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 GCR's 109 and 110.

118. CONSUMPTION OF ALCOHOL

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.

119. DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY DRIVER

See GCR's 93 and 94.

120. ENTRANTS AND DRIVERS 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 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 DRIVERS, CO-DRIVERS AND PASSENGERS

Drivers, co-drivers and passengers 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 and, if applicable, their medical card 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 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) must only drive in circuit races and speed events on tracks licensed by the FIA, the CIK, the FIM or MSA;
- xi) must only compete in competitions which have been authorised 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 within the maxima set out in Appendix R;
- 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;**
- iv) agreed to exonerate and keep indemnified the promoters, MSA and its respective directors, employees, officials, 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;
- v) in the case of competitors (whether entrants, drivers or passengers) 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;
- vi) 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;
- vii) agreed to be examined by a Doping Control/Alcohol Control Officer prior to, during or following a motor sporting event, meeting or competition, and 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;
- viii) 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. RESERVED**124. RESERVED****125. LICENCES ISSUED BY MSA**

- i) International, national, regional, club and restricted licences for drivers, co-drivers/navigators and passengers;
- ii) Entrants' licences;
- iii) Officials' licences;
- iv) One event licences (applicable to and valid for only those categories and specific status of events, as determined by MSA at its discretion and limited to a maximum of 3 per competitor per annum). Licences may be in the form chosen by MSA. They apply to a specific status and category of sporting event. Unless being of international status, they will be restricted to use in the territory of MSA and will not be valid for international events.

LICENCES-GCR's

126. REGISTRATION OF COMPETITORS

Any person, in order to qualify as an entrant or driver, co-driver or as a navigator or passenger, must, except as hereinafter provided, be the holder of a licence for which a formal application on the appropriate form shall be made to MSA. Notwithstanding anything in these rules, MSA may in writing waive the necessity for competitors or drivers to hold a licence under these rules in order to be eligible to take part in a particular competition if it is primarily an event of a social character or an event open to persons who have not previously taken part in competitions. MSA may also grant a general waiver in respect of competitors in closed and restricted competitions (refer to GCRs 60(iii) and iv)) subject to such conditions as it may from time to time announce. Such waiver may be revoked at any time either generally or in respect of any individual competitor.

127. GRANT OF LICENCE

- i) MSA shall be entitled to grant licences to:
 - a) nationals of the Republic of South Africa;
 - b) 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;
 - c) 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;
 - d) political refugees.
- ii) The granting of a driver's licence by MSA shall be conditional, where applicable, upon the applicant at the time of the application satisfying MSA:
 - a) 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
 - b) 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
 - c) 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. Applications falling within this sub-paragraph shall be considered individually by MSA.
- iii) Every applicant for a competition licence must satisfy MSA:
 - a) that he/she is a paid up member of a bona fide motor club and/or association registered with MSA;
 - b) that he/she signs the form of indemnity set forth hereunder;
 - c) 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 an original or certified copy of the birth certificate.

FORM OF INDEMNITY

INDEMNITY: THIS INDEMNITY MUST BE COMPLETED AND SIGNED, EVEN IF YOU HAVE AN INDEMNITY NUMBER.

Existing indemnity number (if any) _____

**INDEMNITY/DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY COMPETITOR/
ENTRANT/DRIVER**

I (full names) _____

of (address) _____

have read and agree to be bound by the general competition rules of Motorsport SA, hereinafter referred to as MSA, and I agree to be bound by the SR's issued for any competitions in which I take part. I agree that neither MSA, nor the promoter, organiser, guarantor and/or sponsor of any competition or the owner(s) of the property on which a competition is held, nor any government, provincial or municipal body, and their respective officials, agents, servants or representatives shall be liable under any circumstances for any damage done by any vehicle entered by or ridden in or attended upon by me in any competition or for any personal injury – fatal or otherwise – or loss of whatever kind sustained by myself or any person riding in

or attending upon it or any person whatsoever, whether caused during any competition or any practice run, or while the said vehicle is on any road or area forming part of the track or route, or any deviation therefrom or any approach by whatever means such damage, injury or loss may be caused, and even though that same may be contributed to or caused by the wilful act, neglect or default of any official, agent, servant or representative of MSA, or any promoter, organiser, guarantor or sponsor of the competition, or the owner(s) of the property on which the competition is held or any government, provincial or municipal body.

I hereby indemnify MSA, the promoter, organiser, guarantor and sponsor of the competition and the owner(s) of any property on which the competition is held an any government, provincial or municipal body and their respective officials, agents, servants and representatives against any legal liability for any damage or injury so done or sustained as aforesaid by myself or any other such persons as aforesaid. Insofar as I, at any time, make use of or drive any vehicle, motorcycle, kart or quad of which I am not the owner, I warrant that I have the owner's permission to drive such vehicle, motorcycle, kart or quad, and that I am duly authorised on behalf of the owner to furnish the indemnities given above on behalf of the owner of such vehicle, motorcycle, kart or quad as well. I further declare that I am aware of the risks, dangers and perils attendant upon motor car/motorcycle racing or rallying or any other form of motorsport, which I hereby assume.

This indemnity shall apply to all competitions (held under the authority of a permit issued by MSA) or for which a waiver from the need of holding such a permit has been granted by MSA, in which I take part in any capacity.

SIGNED AT _____ THIS _____ DAY OF _____ 2007

SIGNED _____

ASSISTED BY ME _____

(father/guardian/curator)

If any signatory to the above form of indemnity is under 21 years of age, then the following addition shall be made and completed:

I (full names) _____

of (address) _____

in my capacity of father/guardian/curator* hereby do consent to the participation of my son/daughter/ ward* in any form of motor sport controlled by MSA and for which the said MSA may issue a valid competition licence to my said son/daughter/ward*. I agree that this form of consent be read as part and parcel of, and together with the above-mentioned form of indemnity which I have also signed this day and the contents of which are fully understood by me and my son/daughter/ward*. I furthermore acknowledge that I, as a competitor as defined in GCR 19, accept that I personally am bound by MSA's GCRs and SSRs. I hereby acknowledge that I am fully conversant with, and hereby assume the risks, dangers and perils of motorsport.

SIGNED AT _____ THIS _____ DAY OF _____ 2007

SIGNED _____

(* delete that which is not applicable)

AGREEMENT TO BE SIGNED BY EVERY RIDER, DRIVER, CO-DRIVER, NAVIGATOR OR PASSENGER.

I agree to allow a Doping Control/Alcohol Control Officer to examine me prior to, during or following a motor sporting event, meeting or competition. I further agree to allow a sample of my blood and/or urine to be taken for laboratory analysis by the Doping Control/Alcohol Control Officer concerned to determine the presence of alcohol or prohibited drugs as listed in the MSA Anti-Doping Code and in accordance with the procedure for the testing as prescribed by WADA. Should the analysis of the samples taken reveal the presence of alcohol or drugs or should I refuse to allow samples of blood and/or urine to be taken, I agree to MSA taking disciplinary action against me as envisaged in the MSA Anti-Doping Code - as prescribed by WADA.

SIGNED AT _____ THIS _____ DAY OF _____ 2007

Signed by _____ * Assisted by me _____

Father/guardian/curator

LICENCES-GCR's

- * If the signatory to the above agreement is under 21 years of age then the following addition shall be made and completed:

I (full names) _____
of (address) _____

in my capacity as father/guardian/curator*, hereby acknowledge the above-mentioned agreement, the contents of which are fully understood and accepted by me and by my son/daughter/ward* (delete that which is not applicable)

SIGNED AT _____ THIS _____ DAY OF _____ 2007
SIGNED _____

MSA IN ITS SOLE DISCRETION RESERVES THE RIGHT TO:

- i) **Issue a licence to an applicant who may not have the stipulated minimum qualifications but who can satisfy MSA as to his ability and/or experience, full particulars of which MUST be submitted in writing in support of his application.**
- ii) **Withhold a licence without furnishing a reason for doing so, or issue a lesser category of licence notwithstanding the fact that the applicant has the necessary qualification in accordance with the details required and furnished in this application.**
- iii) **Issue licences to drivers 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 licences.**

128. VALIDITY OF LICENCE

- i) Where applicable, a licence shall be signed.
- ii) An international entrant's/driver's 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 for or drive in (as the case may be) all competitions organised under the permit of MSA and in all international competitions (see GCR's 56 and 57).
- iii) A regional licence issued by MSA shall make the holder eligible as endorsed upon the licence to enter or drive in (as the case may be) regional or club competitions, provided the holder is otherwise eligible therefore.
- iv) A driver's licence granted by MSA does not constitute a certificate of the competency of the holder.
- v) If the holder of a driver's 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 and shall forthwith be returned to MSA 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 official 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 from more than two ASN's or FMN's during any one 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 entrants licence may not be issued under a name that is calculated to deceive.

- iv) Under no circumstances shall a licence be issued to a junior competitor unless the original or certified copy of the birth certificate is produced and the Licence Application Form and Indemnity have been signed by the minor's legal parent, guardian and/or curator. Severe penalties will result if falsified copies of birth certificates are submitted.

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 (i) (b) or (c), such refusal shall be notified by MSA to the FIA, CIK or FIM.
- ii) Where a person publicly renounces his licence, he shall not be entitled to a new licence without the consent of MSA.
- iii) Any person entering for, driving in, officiating at, organising, or in any other manner taking part in a competition not authorised by MSA, **will be suspended by MSA**. If unlicensed, they may be subject to such other sanctions as MSA sees fit.

If the competition is held outside the jurisdiction of MSA, the two ASN's or FMN's will agree on the duration of the suspension. If the competition is held on a track and/or circuit licensed by MSA, then MSA may withdraw all track and/or circuit licences held, and this will automatically result in the withdrawal from the calendar of any events allocated to the track until such time as the licence is restored.

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.**
- Once a licence has been thus issued, it may be renewed annually.

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 with 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. This permission may be given in such form as it deems convenient, by stamping the entry form, giving the entrant or driver a special visa for a specific event or a more general visa 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

A competitor shall produce his licence on demand to an official at a meeting.

It is essential for the Secretary, 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. (See Appendix R – Art. 2 (ii) (g) regarding penalty for non-compliance).

137. CERTIFICATE OF MEDICAL FITNESS

With the exception of competitors applying for Club Licences (applicable to all categories), all competitors, on applying for a licence, shall be required to submit a Medical Certificate, duly completed and signed by a registered medical practitioner and themselves. The Certificate shall be retained by MSA and production of a licence, will therefore be deemed to be the production of a medical certificate. No licence except for club categories will be issued where said Medical Certificate is not furnished. MSA may in extremely exceptional cases and at its sole discretion waive the need for a competitor to submit a Medical Certificate. Drivers who intend competing overseas are, however, advised to be in possession of a separate medical certificate conforming to the regulations of the FIA, FIM or CIK whichever is applicable.

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 MSA. Any competitor hospitalised following an accident may be required to furnish a medical certificate from a qualified medical practitioner or specialist before again being allowed to compete.

139. LICENCE FEES

On the grant of a licence by MSA, a fee shall be payable to MSA on application for a licence, in accordance with the scales laid down in Appendix R to these rules. MSA reserves the right to amend these scales without notice at any time.

A MOTORSPORT QUIZ



Which Club introduced long distance racing to SA?

Which Club built the original Kyalami?

Which Club started Off Road Racing in SA?

Which Club was committed to advancing Motorcycling by bringing Motocross and Moto GP to SA?

Which Club has supported Regional racing's return to Kyalami?

What Club did John Love and Dave Charlton belong to when they won 12 consecutive SA Formula 1 titles?

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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 regularity rallying, refer to SSR 182. 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 days before the competition or within two 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 SR's, 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, in accordance with Appendix R;
- 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 SR's not produce a result.

141. RESPONSIBILITY OF THE PROMOTERS/ORGANISERS

In addition to the responsibilities of the promoters/organisers contained in the GCR's, SSR's, and in any relevant instructions the promoters/organisers in particular shall:

- i) ensure that the SR's and final instructions are not in conflict with the GCR's, SSR's or any instruction issued by MSA;
- ii) publish SR's and make these available to prospective competitors;
- iii) check the licences of competitors and, where applicable, visas and medical certificates;
- iv) in the case of racing events or meetings, hold a drivers' briefing prior to the competition allowing entrants and drivers to seek clarification concerning the SR's, final instructions or any matter not specifically covered in any regulation. Details of when and where the drivers' briefing will be held will be given in the SR's or final instructions;
- v) **6 weeks (8 weeks in the case of National Championship rallies) before the competition**, submit the draft SR's to MSA. The SR's (other than for international events) **must not repeat the MSA SSR's either in whole or in part**. If it is desired to emphasise any particular SSR's, attention should be directed to them by their numbers. SR's when being drafted should therefore be checked carefully against the relevant SSR's to ensure

PROMOTERS-GCR's

- that there are no repetitions or contradictions;
- vi) issue final instructions to deal with particular points arising after the issue of the SR's, **but in so far as such instructions are contrary to the SR's 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 SR's, 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 senior Scrutineer. Failure to adhere to these requirements will render the organisers liable to a penalty or fine;** (Refer to Appendix R).
 - viii) in good time before the competition, furnish the MSA Sport Coordinator, and in the case of National Championship competitions, the Manager of Sporting Services, Motorsport SA, P.O. Box 11499, Vorna Valley, 1686, with two copies of the SR's and official instructions (if any) as issued to competitors, and any subsequent amendments thereto;
 - ix) at least 48 hours before the commencement of a competition, furnish the MSA Sport Coordinator and in the case of S.A. National Championship competitions, the Manager of Sporting Services, Motorsport SA, the official list of competitors and drivers 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 14 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 **7 days** in which to submit their reports before penalties are automatically applied (See Appendix R – Art. 2 (ii) d);
 - f) distribute all starting and prize money **within 21 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 SR's specify a particular date or occasion for presentation;
 - g) return fees to reserve entries who did not start no later than 14 days after the date of the competition/event.
 - h) where the SR's 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.

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 (i.e. sufficient trained and well equipped marshals). In the case of racing on a closed circuit, **all marshal posts must be manned for official practice, qualifying and racing.**
- ii) Sufficient fire fighting equipment must be present. Same must be serviced regularly and in working order.
- iii) 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.
- iv) **A medical rescue service, complying with the provisions of Appendix "L" to these regulations, must be provided.**
- v) Where applicable, assized scales (together with test weights to confirm the scale's accuracy) must be provided, to allow for the weighing of race vehicles.

PART VII

OFFICIALS

GCR**143. LIST OF OFFICIALS**

The term "officials" comprises the following persons who may have assistants. The list is not necessarily exhaustive. Officials should be adults and for all competitions, should be licensed and/or insured by MSA. The Stewards of the Meeting or the Jury as required for certain motorcycle events (see motocross/enduro regulations for details of Jury);

The Clerk of the Course;

The Secretary of the Meeting;

Timekeepers;

Handicappers;

Technical Consultants;

Scrutineers;

Road or Track Observers;

Flag Marshals;

Pit and Paddock Marshals;

Track Marshals for fire and safety;

Starters;

Rally Marshals;

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

Medical Officers;

Crowd Control Officials;

Communications and Radio Officials;

Environmental Officers (Refer to Environmental Code for duties and responsibilities)

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, GCR's, SSR's and SR's governing the event are complied with.

An official shall not perform any duties other than those attached to his appointment, except in cases of force majeure, and no official shall hold more than one position during an event.

145. BUSINESS CONNECTIONS PROHIBITED

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, shall report such to MSA before the competition.

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 licensed officials.

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

OFFICIALS-GCR's

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 a Race Director and a number of the Stewards/Jury members of the Meeting. In addition, it may appoint Inspectors, Observers, Safety Delegates, Medical Officers and Environmental Officers who will report directly to the FIA/FIM/CIK.

149. NECESSARY OFFICIALS

At each meeting or event there shall be **at least two Stewards of the Meeting** (representing MSA), a Clerk of Course and a Scrutineer. In the case of minor events, e.g. a closed club trial, 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 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 may appoint a Steward of the Meeting for events granted an MSA permit and will approve the Club Steward, Clerk of Course and other senior officials nominated to organise the event. For motorcycle events concerned, MSA will appoint the Jury President and approve the nomination of other senior licensed officials appropriate to the event.

150. CONSUMPTION OF ALCOHOL

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

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 GCR's and allied Regulations. For National 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.

- i) Any person before acting as a Steward should be in possession of the following publications:
 - a) General Competition Rules (GCR's);
 - b) Standing Supplementary Regulations (SSR's);
 - c) International Sporting Codes (CSI's) (where applicable);
 - d) Supplementary Regulations (SR's) 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.
- iii) The Clerk of the Course is responsible for the safety of spectators, officials and competitors and the Stewards will not concern themselves with these matters except in an emergency, or if it appears that the Clerk of the Course is failing to take appropriate action.
- iv) For other than international events where the Stewards have prime responsibility, the Clerk of the Course is 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.
- v) 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.

- vi) 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.
- vii) 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.
- viii) 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 CSI's, GCR's, SSR's and the SR's 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 SR's, or SSR's.**
- 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 is to MSA only and must be submitted to MSA **within 14 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.

OFFICIALS-GCR's

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 subject to the rights of appeal provided in this code. 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 GCR's. Competitors are deemed to know the GCR's 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 SR's, Stewards must consider the SR's 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 SR's 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 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 14 days from the date of the event** in accordance with the GCR's, forwarding therewith 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 GCR's, SSR's or SR's** 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.**

No such enquiry shall be ordered after the expiration of 60 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 proposed hearing before the expiration of 90 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 (xvii)).

155. 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).

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 not appointed, 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 ends when his final report to the Stewards of the Meeting is signed. Irrespective of the status of the event, the Clerk of the Course must be present during the entire duration of the event.

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) co-ordinate and supervise all the elements which take part in the organisation of practice and the competitions;
- 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 GCR's, SSR's and SR's 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

OFFICIALS-GCR's

- 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 7 days of the date of the competition**;
 - xxi) in the case of National Championship events, furnish the Manager of Sporting Services, Motorsport SA or the relevant Regional Motorsport Secretary, in the case of Regional Championship events, 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 R5000.00 (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 motor sport competition 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:
 - a) he has completed the relevant application form, and
 - b) he has attended an official MSA Seminar, and
 - c) he has satisfactorily completed and passed the form or test or 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. **Such dispensation will, however, only be granted in exceptional circumstances.**
- 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. Applications for up-grading must be made on the prescribed form to MSA, Johannesburg.
- v) Notwithstanding that a person has satisfactorily completed and passed the grading examination with high marks, his grading will be dependant on his experience and the recommendations of the Regional Motor Sport Committee and/or relevant MSA sporting commission.
- 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.**
- viii) Clerk of Course licences will be valid for a period of three calendar years, whereafter the holder may be required to re-attend a seminar and re-write the exam if he has not actively officiated as a Clerk of Course during this period. The decision whether an official should be required to attend a seminar and re-write the exam after three years, rests entirely with 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.

OFFICIALS-GCR's

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 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 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 licensed 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. Allows 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 year and application for renewal of same must be made to MSA for the following year.

C. GRADING: MOTOCROSS/SUPERCROSS

Persons holding a "motocross" 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 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 event held in South Africa under MSA permit other than a S.A. Championship or International motocross event.

c) **GRADE C**

The holder is authorised to take full charge as Clerk of the Course for any motocross 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 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 the competitors' licences (see GCR 98);
- 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;
- 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.

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

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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 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, notwithstanding the provisions of these regulations, 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. GRADING OF TIMEKEEPERS

All Timekeepers shall hold MSA licences to act in that capacity except when MSA may have given written dispensation waiving this requirement.

i) GRADE A

Grade A Timekeepers are authorised to take full charge of the timekeeping at any competition.

ii) GRADE B

Grade B Timekeepers are deemed to have the necessary experience and ability to take full charge of timekeeping at any competition other than an International or National championship competition. Before they can be considered for promotion to Grade A, they must have officiated at not less than 6 Regional/Club meetings to the satisfaction of MSA, or such lesser number as MSA may approve.

iii) ASSISTANT TIMEKEEPERS

Assistant Timekeepers are licensed to work only under the direction of at least a Grade B Timekeeper and they cannot individually take charge of the timekeeping or any department of timekeeping at a competition. Before they can be considered for promotion to Grade B, they must serve a probationary period to the satisfaction of MSA. They can be promoted to Grade B only if they have the necessary timekeeping ability and character and have been favourably recommended by a Grade A or Grade B Timekeeper.

165. DUTIES OF HANDICAPPERS

The handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the SR's. 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 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 they are required to examine the protective clothing and helmets of drivers. 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) use only checking instruments of a type approved by MSA;
- iii) 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;
- iv) not communicate any official information except to the Clerk of the Course or to the Stewards of the Meeting;
- v) report to the Clerk of the Course any vehicle they consider dangerous in construction or unsafe or ineligible to compete;
- vi) 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 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 matter 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. GRADING OF SCRUTINEERS

The regulations regarding the grading of Scrutineers are given hereunder. All scrutineers shall hold licences issued by MSA, Johannesburg, on the recommendation of the applicable party(ies).

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 who have a specialist and intimate knowledge of a particular make or category of vehicle. They may carry out technical examinations relating to safety and compliance with vehicle specifications and shall furnish their reports and recommendations to the Chief Scrutineer or Clerk of the Course.

c) **GRADE A SCRUTINEERS**

A Grade A Scrutineer may be authorised to take full charge of the scrutineering for any competition held under MSA permit.

d) **GRADE B SCRUTINEERS**

A Grade B Scrutineer is deemed suitably qualified and experienced to take charge of the scrutineering of any competition up to and including National Championship level.

Grade B Scrutineers may be considered for promotion to Grade A provided they have officiated at a minimum of 6 National events, and subject to the standard of their knowledge and conduct being approved by one or more Grade A Scrutineers.

OFFICIALS-GCR's

e) **GRADE C SCRUTINEERS**

A Grade C Scrutineer is considered to have the necessary qualifications and experience to control the scrutineering at any event up to and including Regional Championship level. Promotion is subject to satisfactory and active participation in at least 6 competitions under the control of a Grade A or B Scrutineer together with a favourable recommendation from the Senior Regional Scrutineer.

f) **ASSISTANT SCRUTINEERS**

Assistant Scrutineers shall serve under the supervision of a graded Scrutineer until such time as they are deemed to be suitable in all respects to be recommended for promotion by the Senior Regional Scrutineer to Grade C.

g) **DOWN GRADING**

A licence may be down-graded 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 ALL MARSHALS: (for all categories of motor sport)**

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 the MSA Marshalling Panel. This emphasizes 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 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 or practices. Prior to being upgraded to Grade 2 the marshal must further his/her experience by attending at least 4 practice days and at least 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 after having successfully completed and passed a further training course related to that position.

d) **Grade 3 – Flag, Fire and Incident Marshal**

This position will only be obtained by the grade 2 marshal after attending a minimum of 12 races and a minimum of 8 practices as a grade 2 marshal as well as having successfully completed and passed a further 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 the MSA Marshalling Panel. 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 organizational 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 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 White book. A written exam on the starting procedures will be compulsory for a marshal to become a Post Chief in the Pits and Grid.

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 and must have written an examination of the MSA GCR's and SSR's relating to that specific category.

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

This person shall be the holder of, at least, a Grade C Clerk of the Course Licence for the discipline within which he/she is to perform his /her function. The permanent appointment of a Chief Marshal/Deputy Chief Marshal, shall only be made after consultation with the Marshalling Panel. 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, and the marshalling panel shall be notified of such appointment for record purposes only.

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

The number of marshals required on the circuit shall be determined by the person conducting the annual circuit safety inspection, in conjunction with the Chief Marshal of that circuit, and shall be marked on a plan of the circuit attached to the licence as issued. This number shall be the minimum number required to run a race meeting and Clerk of the Course shall be required to ensure that the minimum numbers are present prior to allowing the event 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 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

OFFICIALS-GCR's

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 (pantone 151C) or white. When worn with any other clothing, ie 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 ie cotton and should exhibit a high degree of fire retardation.
3. Raincoats should comply with the colours proposed 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.



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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 and who is not eligible without a licence by virtue of a waiver granted under GCR 126.
- iii) Any fraudulent act or proceeding in connection with a competition or motor sport generally.
- iv) Any proceeding or act prejudicial to the interests of MSA or of motor sport generally.
- v) Competing for, accepting or offering to accept, or advertising an award, in the nature of a title or championship, in respect of any motor sport 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 period of up to six months or for up to six 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 motor sport committing a breach of the CSI's of the FIA, CIK or FIM, the GCR's, SSR's and Official instructions of MSA, any conditions of an Organising Permit, special track rules, SR's for the competition or official instructions to competitors, may be penalised by the Clerk of the Course, Stewards of the Meeting, a tribunal, MSA or the National Court of Appeal, as the case may be.

174. PENALTIES FOR PARTICIPATION IN AN UNAUTHORISED COMPETITION (see also GCR 76)

Any person or body who shall promote, enter for, drive in, officiate at, or in any manner whatsoever take part in, or advertise, or obtain publicity for the results of a competition not organised or held in accordance in all respects with these rules or who shall become disqualified or suspended by the governing body or by any other body recognised by the FIA/CIK/FIM, shall be liable to be disqualified by MSA or suspended by MSA and shall thereby forfeit his right to:

- i) hold a competition licence, and/or

PENALTIES-GCR's

- ii) hold any official appointment in connection with the FIA, the CIK, the FIM or MSA, or in connection with any meeting or competition, and/or
- iii) be a registered member of a club for competition purposes, for such time as MSA may deem fit, provided that where the prescribed competition has been or is to be held outside the jurisdiction of MSA, MSA and the other ASN or FMN concerned shall agree to the penalty, and should they fail to agree, the question shall be referred to the FIA, CIK or the FIM whose decision thereon will be final.

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, the Jury, a tribunal or MSA as the case may be, **shall summon the parties concerned before them**. Such summons shall either be delivered personally, or in appropriate cases by post, fax or e-mail to the relevant address. Every notice summoning an individual to a hearing shall state the capacity (eg. defendant, witness, etc.) in which he/she is being required to attend. The procedure at any hearing by the Stewards of the Meeting, the Jury, a tribunal or by MSA, acting as a court of the first instance, shall be in accordance mutatis mutandis with GCR's relating to "hearing of protests". The procedure at any hearing of any appeal by a tribunal, MSA, or a National Court of Appeal, shall be in accordance with Part "X" of the GCR's.

In the event of a tribunal, MSA 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/machine 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 R200. **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 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 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 R10 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:

- i) Reprimand
 - ii) Fine
 - iii) Time Penalty
 - iv) Exclusion
 - v) Suspension and withdrawal of licence
 - vi) Disqualification (may only be inflicted by MSA or by the FIA/CIK/FIM)
 - 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, Jury, Tribunal, MSA, the National Court of Appeal, FIA, CIK, FIM, provided that any fine that may be imposed shall not exceed the limits specified in Appendix R of these rules. A fine may be imposed on an official, entrant, competitor, driver, navigator, co-driver, assistant or passenger who does not comply with an instruction from a responsible official. In addition, fines may be imposed upon officials, clubs, organisers and promoters.

179. LIABILITY TO PAY FINE

An entrant shall, if called upon to so, be responsible for the payment of any fine imposed on his drivers, navigators, co-drivers, passengers, 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 AND SCRUTINEERS FEES

- i) Fines shall be paid within 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, or Stewards, Tribunal, Jury, MSA 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 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 within the specified time limit.
- iv) Any fine not paid within 7 days of being imposed, will be doubled.

181. ALLOCATION OF PROCEEDS FROM FINES

The proceeds from all fines shall be remitted to MSA and shall be allocated by this body, provided that such proceeds shall not be taken into, or used, for the purpose of general revenue.

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 FROM PARTICIPATION

A sentence of exclusion and/or preclusion from participation may be pronounced by the Clerk of the Course, Stewards of the Meeting, Jury, Tribunal 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-

PENALTIES-GCR's

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. SUSPENSION OF COMPETITOR, BODY OR OFFICIAL

A sentence of suspension may only be pronounced by the Stewards, Jury, Tribunal, 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 ASN's or FMN's to enforce the sentence.

185. WITHDRAWAL OF LICENCE FOLLOWING SUSPENSION

i) National Suspension

Every licence holder who is suspended nationally shall immediately hand back his licence to MSA. If the licence is an international licence from a foreign country it may be endorsed as not valid in the Republic of South Africa and returned to the licence holder. At the end of the period of national suspension, the licence will be exchanged for a clean one. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

ii) International Suspension

Every licence holder who is suspended internationally shall hand back his licence to MSA, who shall not return it to him until the term of the international suspension has expired. Any delay in handing back the licence may extend the length of the sentence by the same period as the delay.

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 GCR's 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 or 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 (Jury), tribunal, MSA 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 appeal fee, as they deem fit. Where scrutineering costs are involved, these must be ordered also (see GCR 180).

In addition, where the judgement relates to a protest against the eligibility of a vehicle and is ill-founded, costs in this context refers to making good the expenditure incurred by an individual forced to dismantle an engine or gearbox, etc. as a result of a protest lodged by a fellow competitor.

Payment of costs ordered shall be made to MSA within 48 hours of their being imposed (Saturdays, Sundays and Public Holidays excluded) (see also GCR 180(i) and (ii)) 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 per Appendix R, as well as the purchase of year-end trophies, awards and regalia.

PART IX

PROTESTS

GCR

197. THE RIGHT TO PROTEST

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

(NB: On International events, a driver is not permitted to protest unless he is in possession of written authorisation from his entrant).

198. LODGING A PROTEST

- i) A protest to be considered by the Stewards/Jury, must be lodged directly with the Stewards/Jury 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 Appendix R, 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 either cash, a cheque or a properly formatted promissory note, provided however, that such cheque or promissory note is honoured within 48 hours of same having been tendered, failing which 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 when and where the 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.

199. RESERVED

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 hour before the start of practice for the event in question.
 - b) Other events – not less than one 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 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 of Clerk of the Course, by the competitor directly concerned – within 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 30 minutes after the relevant competitor/s has/have completed the leg during which the notification was received.
- v)
 - a) A protest against the eligibility of any vehicle, or part of vehicle, when the alleged ineligibility is apparent – within 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 become visible at a later stage – within 30 minutes of the protestor or protestee 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 30 minutes of the protestor or protestee 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 give rise to the protest.
- vii) A protest against any mistake or irregularity occurring whilst the competition is taking place – within 30 minutes of the protestor finishing the event.
- viii) A protest concerning the results of a competition – within 30 minutes of the publication of provisional results or, if results are published in accordance with GCR 141 (x) (c), within 14 days of the date of posting per registered post (see GCR's 278/9).
- ix) A protest against points in a championship – **within 14 days of the first publication of the points in dispute in an official document (i.e. interim championship results, programmes, etc.)**.
- x) A protest concerning driving conduct – 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 think that circumstances make the lodging of a protest physically impossible within the time quoted.

201. ACTION BY THE STEWARDS OR JURY 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.
- ii) They shall personally or through the Clerk of the Course, notify the protestor and the party(ies) 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 or Jury as the case may be, 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. Such notifications shall be in writing, shall state the capacity (eg. defendant, witness, etc.) in which he/she is being required to attend the hearing and be delivered or cause to be delivered by the Clerk of the Course. Proof of delivery of written notifications should be obtained by signature. The Stewards of the Meeting/Jury should 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 or club/association members provided that any such representative may not be a practising attorney or advocate.

Where a party involved in a hearing wishes 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, judgement 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(ies) 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/Jury shall consider the report of the scrutineers and recommendations of the MSA Technical Consultant (where applicable), and may not ignore these.

PROTESTS-GCR's

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 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 (ii)).

203. INADMISSIBLE PROTESTS

A protest shall be inadmissible if:

- i) it is against the refusal of an entry;
- ii) it is against the decision of a Judge of Fact (see GCR 162);
- iii) it is a collective protest (signed by more than one entrant or driver);
- iv) it is late, unless received in terms of GCR 200 (Note).

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 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.

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

205. TREATMENT OF PROTEST FEE

If a protest fails or is judged by the Stewards of the Meeting **to be in bad faith, frivolous or vexatious, the protest fee shall be retained** and forwarded to MSA where it will be used for the promotion of its championships or prize-givings. It shall not be treated as revenue (see GCR 181).

206. FRIVOLOUS OR VEXATIOUS PROTESTS

If it is proved to the satisfaction of the Stewards of the Meeting that a protest is in bad faith, frivolous or vexatious, the protestor shall be deemed guilty of a breach of these rules and may be penalised accordingly. Such penalty shall be over and above the forfeiture of the protest fee referred to in GCR 205.

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/Jury, 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 Appeal Court, this must be treated as an appeal to this court, which will render the final decision.
- ii) Similarly, it constitutes for competitors licensed by a foreign club, the court at which 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 after the matter has been considered by a Tribunal, or in cases where an appeal is lodged against a decision of the Stewards, and said appeal is not heard at the time of the event by a tribunal in terms of GCR 214 A.
- v) Court 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 or a tribunal.
- vi) Appeal to be considered during the event against decisions of the Stewards on a protest, are to be dealt with by tribunals or against tribunals on appeal.
- vii) Appeals which are not considered during the event and which are against decisions of the Stewards on a protest where such tribunals do not exist, are to be dealt with by MSA Courts of Appeal.
- viii) All hearings and appeals in terms of this Handbook 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, 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.

209. MSA NATIONAL COURT OF APPEAL

MSA may nominate persons for election to the National Court of Appeal by the MSA Board of Directors. Not less than six and not more than twelve members of the National Court of Appeal shall be elected by the Board of Directors of MSA. The members of the National Court of Appeal appoint their own President. The address of the Secretary is: Motorsport SA, P.O. Box 11499, Vorna Valley, 1686. Not less than three 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) MSA may appoint a Court of Appeal to hear any appeal arising from the decision of a tribunal, or any appeal not heard during an event. A quorum for any MSA Court of Appeal shall normally be three members but shall not be less than two 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 GCR's.

211. COURTS OF ENQUIRY

MSA shall be entitled to convene a Court of Enquiry to investigate a breach of any of the GCR's, SSR's or SR's, whether or not such breach has been the subject of a protest and/or appeal.

APPEALS-GCR's

- i) Such Court of Enquiry shall be entitled to impose any of the penalties referred to in the GCR's, SSR's and SR's;
- 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.
- 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 GCR's.

212. TRIBUNALS

A tribunal may be appointed by MSA to consider appeals against decisions of the Stewards during the event in question. A tribunal 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. 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. Where a disciplinary hearing cannot be heard during the event, that hearing will be dealt with by a Court of Enquiry. Legal representation is not allowed at tribunals, but the respondents may be represented by a fellow competitor, or club member, but such person may not be a practising attorney or advocate or be entitled to be admitted as either. Every notice summoning an individual to a hearing shall state the capacity (eg. defendant, witness, etc.) in which he/she is being required to attend.

213. RESERVED

214. TIME LIMITS FOR NOTICES OF INTENTION TO APPEAL AND NOTICES OF APPEAL

A. APPEAL TO A TRIBUNAL (WHERE APPLICABLE)

- i) Where an appeal arises from a decision of the Stewards of the Meeting, the formulated appeal must be given in writing to such Stewards and the appropriate appeal fee, as laid down in Appendix R to these rules, must be paid to them within one hour of the announcement of their decision in writing. Such appeal fee is only partially returnable if the intending appellant does not prosecute his appeal.
- ii) The appeal shall, as soon as is practical, be handed to a member of the tribunal.
- iii) The appellant may, at his sole discretion, decline to have his appeal heard by a tribunal and ask that his appeal be dealt with as "a notice of intention to appeal" and be referred to an MSA Appeal Court to be dealt with as detailed under 214 B.
- iv) If the appellant is agreeable to having his appeal heard by a tribunal, the tribunal shall conduct the hearing as soon as possible after it is lodged.

B. APPEAL TO MSA COURT OF APPEAL ARISING FROM A DECISION OF A TRIBUNAL

In the case of an appeal to MSA arising from a decision of a tribunal, a formulated appeal must be lodged in the form prescribed by these rules (GCR 219) before the expiration of the second day after that on which the decision appealed against was given. Such appeal may be lodged by telegram, telex, fax, e-mail or similar device, **but the appeal fee as laid down in Appendix R to these rules must have been paid to the tribunal immediately after their ruling was given. Such appeal fee is only partially returnable if the intending appellant does not prosecute his appeal.**

C. APPEAL TO MSA COURT OF APPEAL ARISING FROM A DECISION OF THE STEWARDS

- i) Where an appeal arises from a decision of the Stewards of the Meeting and a tribunal is not in place or the appellant declines to have the appeal immediately heard by a tribunal, notice of intention to appeal must be given in writing to such Stewards and the appropriate fee, as laid down in Appendix R to these rules, must be paid to them within one hour of the announcement of their decision. Such appeal fee is only partially returnable if the intending appellant does not prosecute his appeal.
- ii) Such formulated appeal to MSA may be lodged by letter, telegram, telex, e-mail or fax and must comply with GCR 219, and must reach MSA within 7 (seven) days of the notice of intention to appeal having been lodged.

D. APPEAL TO MSA COURT OF APPEAL ARISING FROM THE RESULTS OF A MEETING, ACTIONS OF AN OFFICIAL OR MSA COMMITTEE/MEMBER OR MATTER NOT COVERED BY A, B OR C OF GCR 214

- i) Where an appeal arises from results amended following a protest or as allowed for in GCR 156(x), such formulated appeal to MSA may be lodged by letter, telegram, telex or fax and must comply with GCR 219 and must be lodged within 14 (fourteen) days of the posting of the results by registered mail; or
- ii) where the appeal arises from the actions of an official or MSA committee/member not covered by A, B or C, such formulated appeal to MSA may be lodged by letter, telegram, telex, fax or e-mail within 14 (fourteen) days of the incident concerned.
- iii) in regard to both D (i) and (ii) above, the appeal fee must be paid together with or before the lodging of the appeal.

E. APPEAL TO MSA NATIONAL COURT OF APPEAL

- i) Where an appeal arises from the decision of an MSA Court of Appeal, the formulated appeal and relevant fee as laid down in Appendix R to these rules, must be lodged with MSA within 7 (seven) days of the announcement of the decision of the MSA Court of Appeal.
- ii) The appeal fee, is only partially returnable if the intending appellant does not prosecute his application for leave/appeal.

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 or a tribunal (see GCR 212) except those decisions referred to in the present code 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, licensed 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 against:

- i) 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) refusal of a lower court to hear a protest against the refusal of an entry;
- iii) the decision of MSA to withhold the declaration of a champion;
- iv) disputes submitted to a higher appeal body where the appeal was not submitted to the appropriate lower appeal body for its consideration;
- v) an appeal submission which fails to comply with the conditions that prescribe the form, content and lodging procedures;
- vi) an appeal contrary to the provisions of GCR 208(ix).

217. NOTICE OF INTENTION TO APPEAL/APPLICATION FOR LEAVE TO APPEAL

Every notice of intention to appeal, application for leave to appeal or appeal shall be in writing and signed by the appellant or his representative. It shall be accompanied by the relevant fee, which shall be set by MSA annually and published in Appendix R herein. **This fee is only partially refundable if the appellant does not proceed with the appeal.** Such fees shall be treated by MSA in the same manner as fines (see also GCR 219).

218. SUSPENSIVE EFFECT OF APPEALS

The introduction of an appeal by a person suspended or precluded from further participation shall suspend the sentence or penalty imposed by the body concerned. However, should the appeal not subsequently be upheld, the appellant shall automatically be excluded from the event/s participated in 'under appeal'. Furthermore, the events participated in 'under appeal' shall not reduce the sentence/penalty originally imposed, which shall take effect from the date on which the appeal is turned down. **In the case of fines and/or costs being payable, these must be paid prior to an appeal being lodged.** In the event of a vehicle not complying with the provisions of the regulations and specifications of the current MSA Handbook, the driver shall not be permitted to enter or compete in any motorsport whatsoever with the vehicle concerned

in it's alleged "illegal" configuration while any appeal review or otherwise is still pending and until such matter has been finally decided.

NOTE: The provisions of GCR 218 are to prevent prejudice to other competitors and to ensure expeditious finalisation of disputes which is essential to motorsport.

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, a cheque or a properly formatted promissory note, provided however, that such cheque or promissory note, is honoured within 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

All parties concerned shall be given adequate notice of the hearing, and they shall be entitled to call witnesses. Every notice summoning an individual to a hearing shall state the capacity (eg. defendant, witness, etc.) in which he/she is being required to attend. The hearing may proceed to judgement in default of appearance by any party or witness. In the case of an appeal to a tribunal or a hearing by a MSA Court, the parties concerned shall state their cases personally. Representation by a fellow competitor or club member is allowed, but such person may not be a practising attorney or advocate or be entitled to be admitted as either. Where the appellant is a practising attorney or advocate, MSA reserves the right to appoint a practising 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, MSA is to be advised of this fact, and the identity of the representative, at least seven 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, however, invite parties deemed relevant to the proceedings, to the hearing, in the capacity of observers.

MSA are entitled to call upon witnesses, 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 scrutineers and recommendations of the MSA Technical Consultant (where applicable), and may not ignore these.

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

A tribunal, 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 it 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 shall be paid within 48 hours of their being imposed. Any delay in making payment will entail suspension (see also GCR's 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 AND FIM

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.



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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 SSR's for specific categories of motorsport.

GCR

225. Where there is a contradiction between the GCR's and SSR's, 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 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, Northern Province)

Western Cape

Kwazulu-Natal

Eastern Cape

Border

Free State / Northern Cape

P O Box 11499, Vorna Valley, 1686

P O Box 413, Table View, 7439

P O Box 1389, Westville, 3630

P O Box 11499, Vorna Valley, 1686

P O Box 11499, Vorna Valley, 1686

P O Box 11499, Vorna Valley, 1686

In respect of national championships and those embracing more than one of the above-mentioned regional areas (**refer also to Art. 3 – New Categories – of Appendix "R"**):

The Managing Director, Motorsport SA, P O Box 11499, Vorna Valley, 1686, who shall refer all such applications to the Motorsport Executive Council (MEC).

- 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, which will be responsible for final approval.
- iv) A championship is defined as a series of events for which the final awards are dependant 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 (Art. 3, appendix "R") 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 for a national championship series approved by MSA shall be negotiated by or through the Managing Director, 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 is contained in Appendix "R".**
- 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 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 R3 000.00; 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 be open to competitors/drivers who are holders of the appropriate competition licence issued by MSA.

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 foreign competitors had not participated at all.

229. TIES IN CHAMPIONSHIPS, CUPS, TROPHIES OR SERIES

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 the events counting for the championship or series until the tie is broken.

If an equal result is still obtained, the competitors will be declared to have dead heated and be equal.

230. MINIMUM NUMBER OF STARTERS

The minimum number of starters for a South African Championship event or race, is set out in the SSRs for each individual championship category.

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

Motorsport SA 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

ALL EVENTS-GCR's

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 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 championship declared, at least 50% plus one of the events originally inscribed must have taken place and been scored.

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.

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 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 SR's 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 doubt about a helmet's fitness for its intended purpose, the chief scrutineer shall be empowered to impound it for the duration of the event. Once the event has finished, the helmet shall be returned at the competitor's request. Helmets not claimed within seven days of the event in question, will be destroyed.

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 should ideally carry an FIA stamp of approval and must be in good condition.
- iii) The clothing requirements for motorcycle circuit racing are detailed under SSR7.
- iv) The clothing requirements for other categories of the sport (e.g. karting, motocross, etc.) are detailed under the individual category regulations.

Roll Cages

- i) The purpose of a roll cage is to prevent, as far as possible, deformation of the cockpit area of a vehicle in an accident, particularly where the vehicle rolls. It stands to reason therefore, that any roll cage used, should be capable of fulfilling this function.
- ii) It is highly recommended that roll cages comply with the regulations and specifications laid down in the FIA's Appendix J, copies of which are available from MSA on request.

Safety Belts

- i) Unless specific exemption has been granted by MSA, the use of internationally-approved harnesses is mandatory for all forms of four-wheeled competitions (excluding karting).
- ii) The FIA, in its Appendix J, specifies the manner in which safety harnesses should be installed so as not to compromise their effectiveness. Copies of these specifications are available from MSA on request.
- iii) Any safety harness which is damaged in any way, or which no longer functions perfectly, must be replaced.

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 diesel fuel freely available to the South African public is being used, only fuel blended from recognised fuel components and conforming to the specifications detailed by MSA in an official circular and/or bulletin, will be permitted to be used
- 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.

ALL EVENTS-GCR's

- v) Only fuel obtained from the following sources is permissible for the formulae concerned:
 - a) Commercially distributed from petrol dispensing pumps anywhere in South Africa.
 - b) The racing fuel dispensed at circuit pumps.
 - c) The racing fuel made available at the fuel depots by the fuel suppliers.
 - d) Racing fuel supplied by fuel sponsors and conforming to the above regulations.
- vi) 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.
- vii) For all national championship and regional championship car racing categories, a quantity of five litres 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.
- viii) MSA reserves the right to introduce an unbranded control fuel.
- ix) 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.

GUIDELINES IN RESPECT OF FUEL SAMPLING/ANALYSIS FOR SOUTH AFRICAN MOTORSPORT

1. Fuel sampling and subsequent analysis may only be done:
 - a) as the result of a protest (either the protester or the competitor protested, if found illegal, will be responsible for the cost of analysis), or
 - b) on the instruction of MSA, or
 - c) at the discretion of the organiser, with the prior written approval of MSA.
2. Car racing categories are required to contain at least 5 litres at the end of a given qualifying session or race, to be used as a sample if required. The sample is broken down as follows:
3 litres to SABS for analysis
1 litre each to MSA and the competitor concerned, for reference purposes.
3. Suitable, clean containers are to be used for fuel samples. Suitable containers are available on request, from MSA Head Office.
4. In order to reduce the cost of analysis, comparison testing may be done (rather than detailed analysis). In this case, the onus rests on the affected competitor to supply detailed information concerning the fuel used (make, octane, where bought, etc.), two stroke oil and ratio mixed (where applicable). Refusal to submit the required information, or supplying information that will not allow an accurate comparison test to be done will result in immediate exclusion and/or further disciplinary measures being taken against the offender.
5. Fuel samples are to be taken under the supervision of the chief scrutineer and/or technical consultant responsible for a particular branch of the sport, and in the presence of the affected competitor/entrant.
6. Once filled, each container is to be sealed effectively and the attached label completed and signed by both the competitor/entrant and chief scrutineer/technical consultant.
7. The chief scrutineer/technical consultant responsible for conducting the fuel sampling is to complete a schedule detailing the date of the event, category raced, name/s of competitors and competition numbers of those competitors whose fuel has been sampled. This schedule is to be submitted to the Clerk of the Course for onward transmission to MSA Head Office as soon as possible.
8. All containers bearing fuel (barring the one in possession of the competitor/entrant) are then to be returned to MSA Head Office as soon as possible. They can either be delivered personally by a representative of the organiser or sent back to Johannesburg via courier.
9. Fuel samples may not be supplied to any party other than those stipulated in this procedure (MSA, SABS and affected competitor/entrant) as information concerning the formulation of fuels is proprietary property.
10. On receipt of samples, MSA will submit them to the SABS for analysis.
11. Once results of analysis have been obtained from SABS, MSA will forward same (stating only whether fuel was "legal" or "illegal") to the Clerk of the Course of the race meeting at which the samples were taken. He/she must then notify the competitor/s from whom samples were taken, and the protester (if applicable) of the analysis results and action taken, if any.
12. MSA will furthermore supply a copy of the analysis results to the promoters/organisers of the next round of the relevant series/championship, for display on the official notice board at the event.

13. MSA reserves the right to reject fuel samples not taken in accordance with the above-mentioned procedure.

PENALTIES FOR CONTRAVENTION OF THE FUEL REGULATIONS

Any competitor/entrant found to be in contravention of the above-mentioned regulations may be:

- a) penalised in terms of GCR 176; and
- b) fined an amount of R2500.00; and
- c) held liable for all costs incurred in connection with the fuel testing/analysis.

241. REPLENISHMENT OF LUBRICANT

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

242. INDEMNITIES

All entrants, drivers, navigators and passengers must furnish evidence that they have signed an indemnity form and have a permanent indemnity number registered with MSA. Production of a valid competition licence will be deemed to constitute sufficient evidence in this regard.

In the case of minors, a parent or guardian must complete the indemnity form on behalf of the minor. No MSA competition licence is valid unless it bears a permanent indemnity number.

243. RESERVED

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 SR's; or
- ii) the Stewards of the Meeting have taken action in accordance with GCR 152, or MSA has agreed to postponement, abandonment or cancellation.

In the event of a cancellation or postponement for more than 24 hours, entry fees shall be returned.

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 contained in Appendix 1 - Sound Test Requirements of this Handbook

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 Motorsport SA 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.

ALL EVENTS-GCR's

246. ADVERTISING

Advertising is permitted on vehicles except as in GCR's 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 clubmans 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 motor sport.

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 and/or machines. It shall be a condition of entry that such advertising shall be displayed on the competing vehicle and/or machine. The competition numbers allocated to vehicles and/or machines 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 R5000 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 SA". 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 motor sport.

- 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 SSR's 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 or rear side windows of cars other than single-seater cars. The minimum height of letters and flags must be 4cm, unless the SR's 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 **supplementary regulation** shall be valid if it restricts competitors to the use of any specified equipment, fuel, oil, tyres, etc. 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 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 take 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. For circuit events, at least 100 square metres of the parc fermé**

ALL EVENTS-GCR's

should be under cover.

- 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 and the responsible technical official/s. Should it be necessary to remove any vehicles from the parc fermé for examination at another time and place, all 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

In all competitions all vehicles must be scrutineered prior to taking part in any timed practice (qualifying session) or event. Such scrutineering will, at the minimum, examine all vehicles for safety. It will be mandatory to present all competing vehicles to such examinations. In addition the safety equipment of the competitors must be available for examination. 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 paddock or prescribed scrutineering area prior to the event for safety and general compliance with the group, category or class entered. 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. Vehicles awaiting scrutiny after the end of the competition should be kept in "parc fermé" 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 SR's.
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. 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.

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 SR's in regard to such matters and, in the absence of such SR's, 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 shall be fitted with a fire-extinguisher in a place accessible to the driver, when strapped in, and officials. The fire-extinguisher shall be in good working order, and, if a gauge is not fitted, evidence must be furnished to prove that the extinguisher was purchased new or serviced within the six months prior. Extinguishers containing carbon tetrachloride are prohibited. The size of the fire extinguisher required shall be specified in the relevant category regulations.

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 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 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 types of starts:

ALL EVENTS-GCR's

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

264. STANDING STARTS

See SSR 38.

265. ROLLING STARTS

See 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 SR's or laid down in the SSR's. The composition of 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 SSR's, 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 SSR's.

269. FALSE START

See 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 2-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 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 deleted 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/Regional 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 off 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 facets 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, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

276. RESULTS

The results of a championship shall be "provisional" until every competitor has had an opportunity of protesting in accordance with the GCR's 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 or tribunal as the case may be, 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 or tribunal 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 b).

278. ALTERATION OF PROVISIONAL RESULTS

Any alterations to provisional results shall be notified to all competitors in writing, by way of registered mail, fax or e-mail.

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, 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 by registered post the time limit for protest will be 14 days from date of posting of the results.

ALL EVENTS-GCR's

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

- i) The promoters shall distribute all starting and prize money within 21 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 SR's specify a particular date or occasion for presentation.
- ii) Where the SR's 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 SR's specify otherwise.
- iii) No competitor shall compete for an award, which is dependant 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 SR's 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.

APPENDIX "A"

HOMOLOGATION

ART

1. CARS

- i) All homologations except where authorised to the contrary by MSA will be carried out as per the FIA requirements except that 500 units of a particular model must have been produced and sold through normal dealer outlets world-wide during a 12 month consecutive period or less.
- ii) The recognition of a model for motorsport purposes will be the responsibility of MSA, which may, at its sole discretion, impose conditions for acceptance to ensure compliance with homologation details and anticipated performance.
- iii) The Manufacturer/Distributor will apply to MSA for homologation of a vehicle five (5) weeks prior to the vehicle's intended entry into competition. The application must be accompanied by the appropriate fee as stated in Appendix R of this Handbook. Once all the necessary application formalities have been completed, MSA will request the Homologation Technical Consultant to carry out the technical inspection with the Manufacturer/Distributor at its premises. Thereafter, a completed draft homologation form, will be distributed to all registered Manufacturers/Distributors for their comments.
- iv) Any valid queries concerning the information received must be submitted in writing, to MSA within the week following receipt of the completed draft homologation form.
- v) In the absence of any abnormalities being noted, the homologation of the vehicle will automatically be approved.
- vi) MSA may, at its sole discretion, accept a model for motorsport even though the required number of vehicles has not been produced and sold at the time of the application provided that, in the case of newly introduced models, the Manufacturer/Distributor submits written assurance that the production run is on-going and that at least 500 units will be produced and sold within 12 months from the date of commencement of production, and provided that MSA is satisfied that the figures submitted are likely to be achieved. However, a car may not compete, even though it has been accepted for homologation, until 50 units of that particular model have been manufactured and counted by MSA, or sold.
- vii) Where the minimum number of units required for homologation (500) has been produced at the time of the application, a deposit of R50,000 must also be submitted with the application. This deposit will be returned immediately to the manufacturer if at any stage within the period stipulated in the regulations, or otherwise laid down by the Homologation Committee, satisfactory proof is furnished by the manufacturer to the committee that the required number of vehicles concerned has been produced and/or sold, by a duly authenticated factory count. Should a manufacturer not furnish satisfactory proof of having produced and/or sold the required number of vehicles within the stated period from the date of acceptance for participation in motorsport, the deposit will be forfeit, and the manufacturer concerned will be liable to a fine equivalent to the prevailing list price of one example of the model for which homologation has been cancelled and publicity of the cancellation of homologation of the vehicle concerned will be made through an MSA Circular or Bulletin. Any points scored by drivers of the vehicles concerned up to this time will be cancelled.
- viii) **APPLICATIONS FOR HOMOLOGATION WILL NOT BE CONSIDERED UNLESS ACCOMPANIED BY THE NECESSARY FEE AND, WHERE APPLICABLE, DEPOSIT.**
- ix) MSA reserves the right to carry out investigations concerning the number of cars manufacturer/sold of a particular series or to obtain any other data required. Any costs will be the responsibility of the Manufacturer/Distributor concerned.
- x) A new model will not be homologated before the homologation requirements for the previous current model have been complied with fully in respect of the minimum number of units.
- xi) Only running changes effected at the manufacturing plant will be considered as amendments to the original recognition Form A. All such changes must be checked by the MSA Homologation Technical Consultant and they will only be officially allowed after acceptance. **Changes to items directly effecting the power**

APPENDIX A

output of the engine will not be allowed. Such changes will only be homologated on a new model.

- xii) Applications for running changes must be submitted in accordance with the procedures and time-scales detailed above in respect of new homologations. There is no fee payable in respect of applications but the costs of the technical check in terms of (xii) above will be for the account of the Manufacturer/Distributor concerned.
- xiii) No running change will be considered until such time as a manufacturer can provide satisfactory proof that at least 50 cars already incorporating the running change, have been built. It will not, however be necessary for a further 500 units, incorporating a specific running change, to be built, i.e. cars incorporating a running change which has been approved, are deemed to form part of the initial build requirements of 500 units.
- xiv) All changes or amendments to the original Homologation Recognition Form A must be submitted by the Manufacturer/Distributor to MSA and must be accompanied by the breakpoint numbers and dates involved and copies of the relevant technical bulletins.
- xv) The onus is on the competitor to prove that the vehicle entered in a competition conforms to the information contained in the relevant homologation document.

2. MOTORCYCLES

- i) Except in cases where a motorcycle has been homologated by the FIM (refer to the regulations for the SA Motorcycle Road Racing Championship), the homologation of motorcycles is undertaken by the National Motorcycle Homologation Committee. This Committee consists of representatives from each of the major motorcycle importers and distributors, and MSA.
- ii) The Committee will normally convene to consider applications for homologation when necessary and applications for homologation must be submitted to the Chairman, National Motorcycle Homologation Committee, c/o MSA, P.O. Box 11499, Vorna Valley, 1686 not later than one month before the motorcycle is intended to be entered in competition.
- iii) Applications must be made on the official MSA Recognition Form, Duly completed in all respects and accompanied by the relevant fee stipulated by MSA. Failure to comply with these requirements in all respects will result in the delay of acceptance of the application pending receipt of the omitted items.
- iv) Applications which are incomplete in any respect will be rejected until the following meeting of the committee, or until such time as the omitted details are supplied.
- v) Homologation will become effective from the first Friday following the date of the meeting granting acceptance of the application.
- vi) No motorcycle may compete in any competition for which homologation is a necessary requirement until such homologation has been approved by the committee.
- vii) Applications for re-homologation of a motorcycle, where such is permitted by the MSA regulations, must be submitted in writing together with assurance that the specification of the motorcycle concerned complies with the current regulations for the category in which it will compete, and will be subject to the same conditions as in Art. 2ii) above.
- viii) When additional consignments of a model are imported subsequent to receipt of the original quantity, the committee reserves the right to examine and compare units selected at random from each consignment in order that the technical specifications are identical. Should these not be so, the committee may require a further application for homologation to be submitted in respect of the later imports if the committee decides that the differences could affect the eligibility and performance of the model concerned.
- ix) The regulations for the categories of motorcycle competitions for which homologation is required are published in this Handbook.
- x) The onus is on the competitor to prove that the motorcycle entered in a competition conforms with the information contained in the homologation documents.
- xi) All service bulletins must be submitted for the approval of the Homologation Committee when any change in specification has been brought about by the evolution of the model concerned. The President of the MSA Motorcycle Racing Commission and the Technical Consultant, at their sole discretion, shall be responsible for accepting or rejecting the change.

3. HOMOLOGATION FORMS FOR PRODUCTION CAR RACING AND PRODUCTION MOTORCYCLE RACING

All entrants or drivers in the above categories of motor sport shall be in possession or have ready access to a homologation certificate pertaining to their vehicle/machine. Failure to immediately produce an original certificate on request by a Clerk of the Course, Scrutineer or Technical Consultant, shall entail exclusion or the imposition of a fine by the Clerk of the Course, acting on the recommendation of a Scrutineer or Technical Consultant. A Scrutineer or Technical Consultant in making his recommendations will take into account the circumstances prevailing at the time, including ramifications resulting from the absence of the homologation certificate. Nothing, however, precludes a competitor from producing a homologation certificate belonging to a fellow competitor who is prepared to make his homologation certificate available. Obviously, should the vehicle not comply with the loaned homologation certificate, the case shall be dealt with as though the competitor concerned had produced his own homologation certificate. The cost of an homologation certificate is detailed in Appendix "R" of this Handbook. Every page of the homologation certificate must bear an original MSA rubber stamp imprint and must be signed in full in blue or red by an MSA staff member. Homologation certificates in the possession of competitors shall be deemed to be the definitive documents for the vehicles concerned and shall not be valid in photocopied form unless stamped and signed as stipulated herein.

APPENDIX "D"

COURSES, ROADS, TRACKS AND RECORDS

ART

1. INTERNATIONAL TRACKS

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

2. INTERNATIONAL COURSES – CONSENT AND CONTROL

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

3. ROAD COURSES

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

4. INTERNATIONAL TRACK LICENCES

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

5. NATIONAL TRACK LICENCE

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

6. INFORMATION TO BE GIVEN ON TRACK LICENCES

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

7. DISPLAY OF A TRACK LICENCE

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

8. TRACK LICENCE FEE

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

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

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

10. MEASUREMENT OF DISTANCES ON THE ROAD

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

11. RECORD ATTEMPTS**11.1 RECORD**

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

11.2 TYPES OF RECORDS RECOGNISED

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

a) National record:

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

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

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

c) World record:

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

11.3 CATEGORIES, GROUPS AND CLASSES OF ELIGIBLE VEHICLES

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

CARS**Category A:**

Special automobiles, using free fuel and divided into groups and classes as detailed below. The term

APPENDIX D

"automobile" is defined as: "A land vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground, steering and propulsion being ensured in each case by at least two of the wheels".

Category B:

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

CATEGORIES AND GROUPS

CLASSES

CATEGORY A - Special Automobiles:

		Cylinder capacity:
Group I	Reciprocating 2 or 4 stroke engine, with supercharger	1 Up to 250 cc
Group II	Reciprocating 2 or 4 stroke engine, without supercharger	2 Over 250 cc to 350 cc
Group III	Diesel cycle engine, with supercharger	3 Over 350 cc to 500 cc
Group IV	Diesel cycle engine, without supercharger	4 Over 500 cc to 750 cc
Group V	Rotary engine, with supercharger	5 Over 750 cc to 1100 cc
Group VI	Rotary engine, without supercharger	6 Over 1100 cc to 1500 cc
Group VII	Solar powered	7 Over 1500 cc to 2000 cc
Group VIII	Electrical engine	8 Over 2000 cc to 3000 cc
Group IX	Turbine engine	9 Over 3000 cc to 5000 cc
Group X	Steam engine	10 Over 5000 cc to 8000 cc
Group XI	Hybrid engine	11 Over 8000 cc
Group XIV	Fuel Cell engine	

CATEGORY B - Series production cars:

		Cylinder capacity:
Group I	Reciprocating 2 or 4 stroke engine, with supercharger	1 Up to 500 cc
Group II	Reciprocating 2 or 4 stroke engine, without supercharger	2 Over 500 cc to 600 cc
Group III	Diesel cycle engine, with supercharger	3 Over 600 cc to 700 cc
Group IV	Diesel cycle engine, without supercharger	4 Over 700 cc to 850 cc
Group V	Rotary engine, with supercharger	5 Over 850 cc to 1000 cc
Group VI	Rotary engine, without supercharger	6 Over 1000 cc to 1150 cc
Group XII	T1 homologated cars, with supercharger	7 Over 1150 cc to 1400 cc
Group XIII	T1 homologated cars, without supercharger	8 Over 1400 cc to 1600 cc
		9 Over 1600 cc to 2000 cc
		10 Over 2000 cc to 2500 cc
		11 Over 2500 cc to 3000 cc
		12 Over 3000 cc to 3500 cc
		13 Over 3500 cc to 4000 cc
		14 Over 4000 cc to 4500 cc
		15 Over 4500 cc to 5000 cc
		16 Over 5000 cc to 5500 cc
		17 Over 5500 cc to 6000 cc
		18 Over 6000 cc

Category C:

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

Category D:

Drag racing cars in accordance with MSA's regulations.

For all categories:

The use of FIA-homologated seats and safety belts and of hand-operated extinguishers is recommended. Suitable safety clothing (including crash helmet) must be worn by the driver(s)/rider(s) when undertaking a record attempt.

COMMERCIAL VEHICLES

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

CATEGORIES**Category A:**

2-wheel drive, normally aspirated petrol engines

Category B:

4-wheel drive, normally aspirated petrol engines

Category C:

2-wheel drive, forced induction petrol engines

Category D:

4-wheel drive, forced induction petrol engines

Category E:

2-wheel drive, normally aspirated diesel engines

Category F:

4-wheel drive, normally aspirated diesel engines

Category G:

2-wheel drive, forced induction diesel engines

Category H:

4-wheel drive, forced induction diesel engines

CLASSES**Cylinder capacity:**

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

REGULATIONS IN RESPECT OF STANDARD PRODUCTION VEHICLES / ENDURANCE RECORDS

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

APPENDIX D

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

MOTORCYCLES

Category I

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

Group A1 – Solo motorcycles

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

Group A2 – Scooters

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

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

Category II

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

Category III

Electric vehicles

Category IV

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

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

11.4 TIMES AND DISTANCES RECOGNISED

The recognised times and distances are as follows:

- Distance record (flying start): 1 km
- Acceleration records (standing start): 1/4 mile (402,34 m) - 1 kilometre
- Distance records in kilometres (standing start): 50-100-200-500-1000-2000-5000-10 000
- Time records in hours (standing start): 1 - 3 - 6 - 12 - 24 - 48 - 72

11.5 GENERAL CONDITIONS

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

11.6 RESPONSIBILITIES OF PROMOTERS/ORGANISERS

The promoters/organisers of a record attempt shall:

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

11.7 COURSE

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

APPENDIX D

11.8 PROCEDURES IN RESPECT OF AN ATTEMPT AT A RECORD

- a) For attempts at any South African record, written application must be made to MSA at least three months prior to the proposed dates for the attempt. No record attempt will be allowed within 60 days of another attempt.
- b) In making an application for a record attempt, the applicant and the driver(s)/rider(s) involved agree to exonerate MSA from any, and all, liability that may arise in connection with the attempt.
- c) A deposit of R2000, to cover administrative costs, must accompany the above-mentioned application. Should the attempt not go ahead, for whatever reason, this deposit shall be forfeited. In all other cases, the deposit paid shall be deducted from monies owing to MSA in respect of supervising the attempt (see below).
- d) The fees payable to MSA for the supervision of a record attempt shall be advised on application. When advising the fee payable, MSA shall stipulate what aspects will be covered by said fee. All other costs shall be for the promoter/organiser's account.
These fees (less deposit) are payable no later than two weeks prior to the scheduled date for the attempt. Where endurance records are concerned, a higher fee paid shall include those records which fall within the record attempt paid for.
In the event of a record attempt being cancelled after the fee has been paid but before it starts, MSA shall have the right to retain 10% of the total fee payable (inclusive of the R2000 deposit).
Once a record attempt starts (and even if it needs to be terminated prematurely), MSA shall be entitled to retain the full fee paid.
- e) MSA may require the organiser/promoter of the proposed attempt to provide confirmation from a qualified surveyor that the venue/circuit to be used complies with the relevant requirements regarding distance and/or gradient.
- f) Suitable emergency and medical services shall be in place for the attempt. These may be arranged by MSA on the promoter/organiser's behalf or, alternatively, by the promoter/organiser directly, subject to MSA approval.
- g) Where a standard production vehicle is to be used for the attempt, the promoter/organiser shall provide MSA with sufficient information (workshop manuals, etc.) to enable the latter to verify that the vehicle complies with the standard specification.
- h) The promoter/organiser of the attempt, or the driver/rider, shall be required to supply MSA with written confirmation from the relevant tyre manufacturer that the tyres to be used for the attempt are suitable, bearing in mind the vehicle to be used, the weight thereof and the speeds anticipated to be reached.

11.9 OFFICIALS REQUIRED

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

11.10 CONTROL

The officials in charge of the control of an attempt will:

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

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

- e) Should dangerous conditions appear, for whatever reason, they shall immediately inform the MSA Steward, who will decide upon the advisability of stopping the attempt, suspending it or modifying the programme.
- f) At the end of the attempt (or after it has been suspended on request of the competitor): They will hand the vehicle over to the scrutineer(s) for verification or the affixing of seals so that none of the parts to be verified can be modified.

11.11 CONTROL STATIONS (ENDURANCE-TYPE ATTEMPTS)

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

11.12 SCRUTINEERING

- a) Scrutineering (before, during or after the attempt) shall be conducted as appropriate, as directed either by MSA and/or the MSA Steward.
- b) The scrutineering conducted shall be to ascertain the safety and/or eligibility of the vehicle(s) being used for the attempt.
- c) Where seals have been placed on a vehicle, their integrity must be verified prior to any scrutineering taking place.
- d) The competitor shall make the vehicle(s) available for scrutineering as and when required and, if necessary, have it transported, at his own expense and under control of the official in question, to the nearest suitable work-shop.
- e) At the end of each verification, the scrutineer(s) shall submit a report to the Chief Steward.

11.13 CONDITIONS GOVERNING THE RUNNING OF AN ATTEMPT

- a) The MSA Steward shall authorise the start of the attempt.
- b) At the main station and re-fuelling stations, the vehicle may be pushed with the help of the staff, within the limits of the station. The vehicle must be stationary (with or without engine running) before restarting and it must start by its own means of propulsion under the control of an official.
- c) In the case of there simultaneously being several vehicles on the track, they must not interfere with each other.
- d) During the attempt, only the driver/rider shall be aboard the vehicle.
- e) During endurance-type attempts, re-fuelling and replenishment of water and oil may only take place in the pits (not on the circuit).
- f) If a vehicle stops during an attempt, it may be restarted by its own means and continue.
- g) Should a vehicle stop along the course, the driver/rider may push it (without any outside assistance) to the nearest station for authorised replenishment or repairs to enable the vehicle to resume the attempt.
- h) Body panels, window glass and exhaust systems are deemed to be replenishment materials and may be replaced freely during the attempt.
- i) Operations at main and re-fuelling stations may be carried out with the assistance of the staff using

APPENDIX D

authorised spare parts, auxiliary materials and tools of the station. The vehicle must be stationary during such operations.

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

11.13.1 Authorised operations at the main station

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

11.13.2 Authorised operations at refuelling stations

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

11.13.3 Operations outside of a station or along the course

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

11.13.4 Carrying of tools, etc.

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

11.14 TIMEKEEPING

- a) The timing of all record attempts shall be undertaken by MSA-appointed timing officials, using automatic timing equipment accurate to 1/1000th of a second.
- b) The computation of speeds will be made as follows:
 - For records on an open course (i.e. not a closed circuit), the average speed retained for the establishment of the record will be calculated on the basis of the average of the times registered on consecutive runs in opposite directions within one hour. Record time with an accuracy of 1/1000th of a second and calculate the mean time with an accuracy of 1/1000th of a second. Calculate and record speed with an accuracy of 1/100th of km/h.
 - For **distance** records on a closed course, the car must cross the finish line at the end of the lap during which the record distance has been covered. Once the average speed of this last lap has been

calculated (V), the time required to cover at this speed (V) the section of track necessary to reach the distance of the record, will be added to the times recorded to cover the previous laps. If circumstances allow, this section may be measured and the actual time taken to cover it will then be recorded at the end of the section in question. It will then be added to the times recorded for the previous laps in order to allow the computation of the average speed of the record.

- For **time** records on a closed course, the vehicle must cross the finish line at the end of the lap during which the time of the record to be recognised has elapsed. The average speed of this last lap will then be calculated (V) and the extra distance necessary to reach, at this speed (V), the duration of the record will then be added to the distance covered during the previous laps. Whenever it can be proved that the car has stopped on the course at the time limit for the record, and at the competitor's express request, the distance between the point of stopping and the finish line (extra distance) may be measured and added to the distance covered during the previous laps. In any case, the performance will only be recognised as valid if the car has actually been running during a period of time at least equal to 90 % of the record duration; the average speed of the record then being calculated on the basis of this duration.
- c) Whatever the reason, it is not permitted to correct, square up or modify the times actually recorded, or to use other time-recording apparatus or other means of computing speeds than those prescribed above.
- d) **A new record will only be recognised if it represents an improvement of at least 1% over the previous record.**
- e) During a record attempt, the timing officials shall keep the promoters/organisers constantly posted with regard to speeds achieved, records coming up, etc.
- f) At the end of the attempt, the timekeepers will compile a report and submit it to the MSA Steward, together with the genuine records of times achieved.

11.15 JURISDICTION AND CONDITIONS OF RECOGNITION

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

11.16 PUBLICATION OF RECORDS

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

APPENDIX D

SOUTH AFRICAN SPRINT RECORDS - MOTORCYCLES

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

SOUTH AFRICAN SPRINT RECORDS - CARS

Type of record	Group	Category	Class	Driver	Vehicle	Record	Date
Flying mile	II	A (Special automobiles)	9	David Piper	Ferrari P4 prototype (3999cc)	189,41 mph 304,825 kph	29/11/1967
Flying mile	II	A	10	Mike de Udy	Lola Chev (5922cc)	191,8 mph 308,671 kph	13/01/1968
Standing km	I	A	10	Peter Manelis	Pontiac Trans-Am (6998cc)	24,3175 sec	18/03/1990
Flying km	I	A	10	Willie Hepburn	Pontiac Trans-Am (6998cc)	372,401 kph	18/03/1990
Flying km	I	A	8	Sarel van der Merwe	Audi Quattro Turbo 2.2	358,923 kph	29/11/1988
Flying km	II	A	11	Grant van Schalkwyk	"Spirit of Dunlop" (9500cc)	388,538 kph	16/08/2002
Flying km	II	B (Standard production)	11	Deon Joubert	BMW M3	272,274 kph	21/02/1995
Flying km	I	B	13	Mike Griffiths	Porsche 911 GT 2	287,633 kph	19/08/2002
Flying km		C (Special Vehicles)		Johan Jacobs	"Showdown" Jet Car	504,554 kph	28/10/2005
Standing km		C		Johan Jacobs	"Showdown" Jet Car	9,88 sec	28/10/2005
Overall SA land speed record		C		Johan Jacobs	"Showdown" Jet Car	504,554 kph	28/10/2005

SOUTH AFRICAN ENDURANCE RECORDS - CARS

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

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

CATEGORY "B" CLASS 10 (2001 – 2500cc)

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

APPENDIX D

CATEGORY "B" CLASS 9 (1601 – 2000cc)

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

CATEGORY "B" CLASS 7 (1151 – 1400cc)

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

TEAMS:

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

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

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

APPENDIX D

CATEGORY A CLASS 4 (1600 – 2000 cc)

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

CATEGORY E CLASS 5 (2000- 2500 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	141.434	141.434	Toyota Hilux 2400D	03/10/2003	6
3	419.095	139.698	Toyota Hilux 2400D	03/10/2003	6
6	838.022	139.670	Toyota Hilux 2400D	03/10/2003	6
12	1667.267	138.939	Toyota Hilux 2400D	04/10/2003	6
24	3331.222	138.801	Toyota Hilux 2400D	04/10/2003	6
48	6639.475	138.322	Toyota Hilux 2400D	05/10/2003	6
72	9988.714	138.732	Toyota Hilux 2400D	06/10/2003	6
Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00 h 20 m 43.782	144.720	Toyota Hilux 2400D	03/10/2003	6
100	00 h 42 m 10.908	142.241	Toyota Hilux 2400D	03/10/2003	6
200	01 h 25 m 13.613	140.801	Toyota Hilux 2400D	03/10/2003	6
500	03 h 35 m 12.655	139.398	Toyota Hilux 2400D	03/10/2003	6
1000	07 h 07 m 18.776	140.412	Toyota Hilux 2400D	03/10/2003	6
2000	14 h 25 m 22.400	138.668	Toyota Hilux 2400D	04/10/2003	6
5000	36 h 08 m 03.988	138.372	Toyota Hilux 2400D	05/10/2003	6
10000	N/A	N/A	N/A	N/A	N/A

CATEGORY A CLASS 6 (2500 – 3000 cc)

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

CATEGORY G CLASS 6 (2500 – 3000 cc)

Time (Hours)	Distance	Average speed covered (km)	Vehicle (km/h)	Date	Team no.
1	154.278	154.278	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
3	458.801	152.934	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
6	923.077	153.846	Toyota Hilux 3.0 KZ-TE	03/10/2003	3
12	1855.178	154.598	Toyota Hilux 3.0 KZ-TE	04/10/2003	2
24	3699.292	154.137	Toyota Hilux 3.0 KZ-TE	04/10/2003	2
48	7363.174	153.399	Toyota Hilux 3.0 KZ-TE	05/10/2003	2
72	11024.838	153.123	Toyota Hilux 3.0 KZ-TE	06/10/2003	2
Distance covered (km)	Time (Hours)	Average speed (km/h)	Vehicle	Date	Team no.
50	00 h 18 m 48.309	159.531	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
100	00 h 38 m 32.270	155.691	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
200	01 h 18 m 07.175	153.611	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
500	03 h 18 m 07.253	151.423	Toyota Hilux 3.0 KZ-TE	03/10/2003	2
1000	06 h 29 m 35.187	154.009	Toyota Hilux 3.0 KZ-TE	03/10/2003	3
2000	12 h 55 m 33.660	154.727	Toyota Hilux 3.0 KZ-TE	04/10/2003	2
5000	32 h 33 m 42.145	153.555	Toyota Hilux 3.0 KZ-TE	04/10/2003	2
10000	65 h 12 m 52.255	153.340	Toyota Hilux 3.0 KZ-TE	06/10/2003	2

TEAMS:

- 1 – Jan Hetteema, Mark Cronje, Etienne Lourens, Willie Nel, Charl Wilken
- 2 – Kassie Coetzee, Andrew Birkin, Dean Sanders, Mario da Sousa, Wayne Watt, Hugo de Bruyn
- 3 – Trevor Graham, Mike Jaquet, Anand Pather, Malcolm Kinsey, John Saunders, Jakes Jacobs
- 4 – Mark Jordaan, Greg Bloomer, Danie van Hengel, Errol Wilken, Gert van Rensburg, Chris Visser
- 5 – Schalk Burger (Jnr), Guillaume Jordaan, Jaco Venter, J-P Joubert, Tony Bettencourt, Nadia Jaquet
- 6 – John Costa, Christo Strydom, Paul Schofield, Gary Wade, Oekie Fourie, Hannes Steyn

APPENDIX "H"

FLAG SIGNALS

To ensure adequate supervision of a racing circuit, the Clerk of the Course and/or Assistant, and the observation posts, rely largely on the use of signals to:

- a) contribute to the safety of competitors
- b) enforce the regulations

Signals are given in day-time by different coloured flags, possibly aided by lights. At night-time or in conditions of poor visibility the flags should preferably be replaced by lights and reflective panels, but all drivers must be made aware of this beforehand. Yellow lights at each post are obligatory for events run at night.

For events other than circuit racing e.g. motocross, supercross, off-road racing, enduro events and rallying, some or all of the following flags and flag signals may be used, or additional flags introduced:

ART

1. FLAGS

The minimum size of signal flags is 60cm by 80cm.

Flags will be used during both practice and the race itself and will have the same meaning. **They shall be respected by the competitors at all times.** Any competitor failing to acknowledge or act upon a signal conveyed to him/her personally, or to a group of competitors of which he/she forms a part, engaged in a practice or a race, by an authorised official using any of the flag or light signals listed herein, shall be guilty of an offence which may be dealt with by the Clerk of the Course in terms of GCR 156.

2. START

Shall be given by the MSA flag, or red lights. In the latter case the red lights shall normally remain lit for between 4 and 7 seconds before being extinguished. In the case of a start by flag, the signal to start will be the lowering of the flag which, for standing starts, should not be raised until all vehicles are stationary, and in no case for more than 10 seconds.

3. FINISH:

A black and white chequered flag, usually waved.

4. RED FLAG

Shown waved under the direction of the Clerk of the Course, at all marshal points around the circuit, (except that immediately prior to the incident which shall show double waved yellow flags), indicates that the practice or race has been terminated and all competitors must stop their practice or race immediately and proceed to the pits, or place stipulated by the SR's for the event, exercising extreme caution and being prepared to stop at any time if necessary. It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.

The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

5. BLACK FLAG:

Shown by the Clerk of the Course together with a number board indicates to **the competitor whose number is shown that he/she must stop at the pits at the end of the lap.**

6. BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES:

Shown by the Clerk of the Course together with a number board indicates to the driver whose number is shown that he is **warned for unsportsmanlike behaviour.**

7. BLACK FLAG WITH ORANGE DISC:

Shown together with a number board indicates that the vehicle concerned has a **potentially dangerous defect and must stop at the pits at the end of that lap.**

8. YELLOW FLAG:

Indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Drivers will be warned of any new danger occurring in the same sector by waving the yellow flag for 2 laps and then displaying it stationary for 2 laps, after which it will be withdrawn, even if the cause of the danger has not been removed.

Drivers are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is very serious, 2 yellow flags may be waved by the same post. In the case of a total obstruction, two yellow flags may be used prior to the Clerk of the Course stopping the race.

When an obstruction occurs in a sector and a yellow flag is being waved, the preceding post will display a stationary yellow flag to warn drivers in good time of the danger. If 2 yellow flags are being waved, the preceding post will show 2 stationary yellow flags.

Should a danger such as debris extend beyond the accident or obstruction into another sector, the post in this sector will also display a yellow flag. Otherwise, if this sector is clear, a green flag will be displayed. Competitors passing any yellow flag **must slow down, maintaining their position relative to other competitors and being prepared to stop if so instructed by a competent Official.**

DRIVERS MUST, AS SOON AS THEY HAVE PASSED A YELLOW FLAG (BE IT WAVED OR MOTIONLESS) SLOW DOWN, BEING PREPARED TO STOP IS NECESSARY AND KEEP THEIR RESPECTIVE POSITIONS AND MAY NOT OVERTAKE UNTIL THEY HAVE PASSED THE GREEN FLAG.

9. GREEN FLAG:

Shown motionless denotes:

- a) when shown on first lap of practice or outlap of a race that the sector being entered is clear; or
 - b) that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag; or
 - c) used to start a warm up or parade lap or practice session under direction of the Clerk of the Course.
- Shown waved at the start/finish line denotes that a Safety Car intervention has ended and racing may continue once the competitor passes the Green Flag at the start/finish line.

10. YELLOW FLAG WITH RED STRIPES:

Indicates a deterioration of surface adhesion due to oil, water, etc. This flag can also be used to inform drivers of either a pool of water large enough to create aquaplaning, or that due to a local shower, driver/riders are about to pass from a dry to a slippery surface: this being the case, the flag will be displayed accompanied by a hand pointed to the sky. Shall be displayed for 4 laps, or until the surface returns to normal.

11. WHITE FLAG:

Denotes either a service vehicle (ambulance, etc.) or a competing car moving slowly. It should be waved while the vehicle is in a sector and then held stationary while the vehicle reaches the end of the next sector, after which it should be withdrawn. Should the vehicle stop on the track, the white flag must be replaced immediately by yellow flags.

12. BLUE FLAG:

To be shown:

- a) in cases of obvious obstruction by a competitor;
- b) when the slower vehicles are being overtaken by the leader;
- c) when a faster vehicle making up time is working its way through the field.

It is not necessary to show the blue flag:

- a) during the first lap of a race when vehicles are still grouped together;

APPENDIX H

- b) when two or more drivers are racing wheel to wheel over several laps;
- c) when, by his actions, a driver is aware he is about to be overtaken.

The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.

13. NOTE:

- i) For international events, when a decision has been taken to stop a competitor, his pit should be informed so that a stop signal can also be displayed there.
- ii) Any flag indicating the stopping of a practice or race, or of a particular competitor, may be shown at a place other than at the start/finish line should visibility, length of circuit or the speed of vehicles make it advisable to do so.
- iii) Numbers for display to competitors shall be white on a black background and not less than 200mm high by 170mm wide with a stroke width of 30mm.
- iv) A portable fire extinguisher may be shown to a competitor to indicate that the vehicle appears to be on fire.
- v) All marshal posts must be in radio or telephone communication with the preceding posts in order to operate efficiently the 'no passing' zone procedure and to give warning of danger.

14. LIGHT SIGNALS AT START:

When the start signal is given by lights, a red light or lights must be used, visible from any position on the starting grid.

15. LIGHT SIGNALS DURING RACING:

When light signals are used to supplement flag signals during the hours of darkness, they must comply with the following specifications:

- a) lights may replace the yellow, green and red flags;
- b) each installation must consist of a group of three lights – 2 yellow and one green – so arranged that the 2 yellow lights are easily recognisable. A red light must be mounted separately, and shall be operated solely by, or on the order of, the Clerk of the Course;
- c) the electric power supply must be backed up by an independent emergency system;
- d) preferably the lights should be flashing, but they may be continuously lit. A combination of both methods is not permitted;
- e) the lights will have the same meaning as flags of the equivalent colour. If the two yellow lights are used together, either in phase or flashing alternately, this indicates a degree of danger greater than one light alone or one flag;
- f) one yellow light at each marshal post must be shown accompanied by a yellow and red striped flag to warn of a serious deterioration in surface adhesion after dark.

16. HAZARD BOARD (Optional - usage to be specified in the SR's of the event.)

Where an incident has been cleared to the satisfaction of the marshals but they are unable to remove the offending vehicle completely to a position behind the safety barriers and it is deemed reasonably safe to continue racing, the yellow flags will be withdrawn and replaced by the Hazard Board. The board allows the competitor to continue racing at his/her own risk in the sector concerned.

APPENDIX "L"

MEDICAL AND MEDICAL RESCUE

1. GENERAL

This code represents the mandatory Medical standards for Medical Services for the 2007 season.

2. OBJECTIVES OF THE MEDICAL PANEL

The mission statement of the Medical Panel is to assist and guide motorsport organizers, promoters, and Officials (such as Clerk of Courses and Stewards) in accessing and providing the most professional Emergency medical services for every competitor, official and spectator at every motorsport venue and event, held under an MSA permit; to constantly review and update the Panel's protocols in accordance with current International standards and to enforce these protocols strictly. The Panel condemns all unlicensed and illegal forms of motorsport in the strongest possible terms. The minimum standards as instituted by The Medical Panel are to be adhered to strictly. However, the President of the Panel retains the right of waiver of certain stated conditions, if, in his opinion, such a waiver is in the interest of The fostering and development of motorsport, without endangering the safety of competitors or officials. The minimum standards instituted by the Panel are designed to cater specifically for South African conditions, at the same time incorporating the minimum standards required by the international governing bodies for all Motorsport disciplines. Increasing concern regarding environmental damage caused by all disciplines of Sport has required sports governing bodies to address the problem of environmental protection. As many issues of environmental damage have medical associations, such as noise control and heavy metal pollution, the Medical Panel accepts the responsibility of environmental control. The MSA Environmental Protection and Safety code is to be found in the MSA Handbook. The code forms an integral part of the Medical and Environmental Seminars and the Environmental Seminar for Officials and candidates who attend the seminar and successfully complete the examination, are registered as environmental officials and tasked to enforce the environmental code.

The day to day running of the medical services at regional level has been entrusted to the Regional Medical Chairmen. Due to the developing complexities of automotive engineering and the increasing use of advanced materials, the Medical Panel has increased its scope by creating a medical rescue Working group. New information gathered by the group will be disseminated to interested parties.

3. MSA COMMISSIONS

MSA is constituted of the following Sporting Commissions:

- 3.11 Saloon Car Commission;
- 3.12 Single Seater Commission;
- 3.13 Circuit Motorcycle Racing Commission;
- 3.14 Karting Commission;
- 3.15 Historic and Marque Vehicle Commission;
- 3.16 Off-Road Car Racing Commission;
- 3.17 Off-Road Motorcycle, Enduro, Quad and Observed Trials Commission;
- 3.18 Motocross Commission;
- 3.19 Rally Commission;
- 3.20 Oval Racing Commission;
- 3.21 Drag Racing Commission

Each of these disciplines of motorsport is unique and will require the formulation of specific and individual minimum medical standards for the provision of adequate emergency medical services at their events.

APPENDIX L

4. THE MEDICAL CODE

- 4.1 All motorsport events held under the auspices and permit of MSA, as defined in the MSA Handbook for that particular year, are required to provide the minimum medical standards, as defined for that category and discipline, that is international, national, regional or club and the type of event, that is circuit, motocross, trials, etc. Such minimum medical standards are contained in the Medical Code. The medical standards proposed are considered to be the minimum medical and paramedical services required to provide competitors and team members, officials and spectators with prompt emergency medical response and treatment as authorised for South African conditions, which may be easily expanded for the requirements of continental and international events.
- 4.2 It remains the responsibility of the organiser of each motorsport event held under permit issued by MSA, through the appointed Clerk of the Course (CofC), the Chief Marshal and the Chief Medical Officer (CMO) or Chief Medical Co-ordinator (CMC) to ensure that basic safety, medical rescue and E.M.S. services and facilities, as required by the regulations and codes of Sporting Commissions and Specialist Panels, are complied with fully. Failure of an organiser to comply with the minimum medical standards required for an event, immaterial of ignorance of the regulations or wilful disregard, will result in the CMO or CMC taking immediate corrective action or declaring the venue unfit for competition, should corrective action be impossible or corrective action not be taken timeously.
- 4.3 All changes that are made in any way to either the standards or the medical code will be advised, in writing, to all interested Commissions and Panels. The medical standards will be reviewed annually, in accordance with the current protocols of emergency medicine and in compliance with the requirements of the Medical Commissions/Panels of the FIA, FIM and CIK.
- 4.4 In the interest of maintaining the highest level of safety for all competitors, officials and spectators, the Chief Medical Officer or Chief Medical Co-ordinator, as appointed by the organiser for each venue and circuit shall have the right to prohibit a competitor or official from participating in or doing duty at any event for the following reasons:
 - 4.4.1 If, in the opinion of the CMO/CMC, the actions or behaviour or professional conduct of a member of the operational medical personnel is considered detrimental to the physical or mental welfare of an ill or injured competitor, official or spectator or to be damaging to the image of MSA or the medical or paramedic profession,
 - 4.4.2 If a competitor or official is known or suspected of suffering currently or having suffered from a medical condition which could result in the lives of other competitors, officials or spectators being endangered. Of particular importance is any condition, which could result in an altered level of consciousness or sudden episodes of vertigo (dizziness).
 - 4.4.3 if a competitor who either does not undergo a medical examination after an injury requiring medical attention or who is not passed as being completely recovered by his medical attendant for an injury or an illness or who fails a special medical examination conducted by the CMO or CMC at a subsequent event.
 - 4.4.4 For alcohol use before or during an event by competitors and/or team members and technical crew and/or officials, and circuit marshals.
 - 4.4.5 For the documented use of prohibited substances or methods or recreational drugs or both either immediately before or during an event. This includes the use of intravenous fluids. The regulations with regard to the use of drugs is available in the Anti-Doping Code of MSA (3rd Edition).
 - 4.4.6 If a competitor or official is deemed to either physically or psychologically endanger the Welfare or ability to compete of other competitors or the safety of officials and spectators.
- 4.5 If, in the opinion of the CMO/CMC, a competitor or official is in breach or found to be guilty or suspected of performing one of the above transgressions, the CMO/CMC will notify the CofC, in writing, of the decision taken to exclude the competitor or official on medical grounds. The competitor or official so affected by the decision of the CMO/CMC has Recourse to a right of appeal to the Medical Panel for a review of the decision. Similarly, the Medical Panel reserves the right to request an MSA enquiry.

- 4.6 Non-compliance with the minimum medical standards, either through ignorance or willful disregard of the standards as set out in this medical code, could render the organisers liable, under extreme circumstances and at the discretion of MSA, to the cancellation of the event or to the imposition of penalties or fines, again at the discretion of MSA.
- 4.7 Medical or paramedic personnel contracted to provide E.M.S. services at events who provide an inadequate, non-professional or negligent service or who provide a service different from or inferior to the contracted service or who downgrade either in the number or the level of service provided during an event, will be required to attend an MSA enquiry and possible referral of the matter to statutory medical bodies.
- 4.8 **The decision taken by the CMO or the CMC with regard to the medical condition of any competitor or official, including the competitors fitness to compete or the official to officiate, is final and may not be altered or reversed by any official or competitor or Medical Practitioner. In the event that the decision is challenged, a protest may be lodged with the Medical Panel.**

5. THE MSA ANTI-DOPING CODE

The MSA Anti-Doping code supercedes any reference to doping and sanctions in any other MSA publication and is the only document dealing with doping and sanctions for doping offences in accordance with the regulations and sanctions contained in the WADA Anti-Doping Code.

Although the MSA Anti-Doping Code is published separately to the MSA Medical Code, it forms an integral part of the medical code. All competitors and medical officials are required to be aware of the contents of the Anti-Doping Code.

MSA does not condone the use of any prohibited substances or methods or recreational drug for any reason whatsoever. The image of motorsport is clean and it will be kept clean. To enforce this, the Medical Panel will arrange for dope testing to be carried out at selected events annually. The events selected will not be announced. MSA, furthermore, has the right to perform unannounced testing on any competitor out of competition. It is very important that dope testing is clearly understood by competitors and it is the responsibility of the competitor and Official to familiarize themselves with Anti-Doping issue regularly. The objective of MSA performing dope testing is only to identify the presence or absence of a prohibited substance in a competitor. MSA is not required to identify the reasons for the presence of the prohibited substance in the body of the competitor and the sanctions that will be applied, will be applied only on the fact that the competitor tested positive for a prohibited substance. Every competitor must know the composition of every medication, Over the Counter, nutritional or other medication he/she is taking and especially prescribed medication. Included in the provisions of the Anti-Doping Code are provisions for alcohol testing. Unannounced alcohol testing will be performed at selected events. The testing will be performed by an appointed alcohol control officer who will utilise a standard internationally accepted breath testing device. The anti-doping codes of WADA, the FIA, the FIM and MSA are the only reference sources for any matter concerning doping.

For a variety of reasons, MSA will appoint its own Therapeutic use Exemption Board. The Board will be constituted of 2 medical practitioners, 1 ALS paramedic and an attorney. Any motorsport competitor who is prescribed and is taking one or more prohibited substances will, in future, submit their applications for Therapeutic Use Exemptions (TUES) to the MSA TUE Board. The MSA TUE Board will reach a decision to either grant or refuse the TUE application. The decision will be notified to the competitor and SAIDS.

6. MEDICAL PANEL DUTIES

The Articles of Association of MSA allow for the appointment of specialist panels of which one is the Medical Panel. The medical code of MSA is compiled, reviewed annually and enforced by the MSA Medical Panel. The duties of the Medical Panel include but are not limited to:

- 6.1 The compilation, review and enforcement of the medical code.
- 6.2 The institution of minimum medical standards for each discipline of motorsport, in consultation with that specific discipline's commission.
- 6.3 Ensuring that the minimum medical standards are strictly adhered to at all times and all venues. This will be achieved by:

APPENDIX L

- i) Individual scrutiny of medical compliance forms before an event;
- ii) Scrutiny of all Accident Report forms;
- iii) Announced and unannounced inspections of all circuits and venues;
- 6.4 Attendance at official enquiries where medical/safety issues are involved;
- 6.5 Annual review and update of medical standards.
- 6.6 Review of the requirements of the annual medical examination for licence renewal so that the examination is relevant to the demands of the sport.
- 6.7 The grading of circuits or medical homologation which will be performed according to strict criteria.
- 6.8 The control and deployment of the MSA Medical Resuscitation Unit.
- 6.9 Research projects.
- 6.10 Training of medical and non-medical personnel involved in all facets of motorsport.
- 6.11 Members of the Medical Panel will be members of the MSA Safety Panel.
- 6.12 The Medical Panel will be constituted of members from the medical and allied health professions such as paramedics and nursing sisters. Non-medical persons with specialised knowledge or representing Regions without medical representatives may be co-opted to serve on the Panel, particularly Rally and Off Road.

7 NATIONAL AND REGIONAL MEDICAL DUTIES

- 7.1 The Medical Panel is the National Medical Authority for Motorsport.
- 7.2 The National Medical Panel Central Office is situated at MSA Head Office, Kyalami, Midrand.
- 7.3 The day to day Regional Medical Requirements will be conducted by Regional Medical Committees under The Chairmanship of the Regional Medical Committee Chairmen. The Chairmen are automatically members of the National Medical Panel.
- 7.4 **Central National Medical Panel**
 - 7.4.1 The Chairmen of regional medical committees are automatically members of the National medical panel
 - 7.4.2 The National medical panel will meet at least twice a year, normally in February and August.
 - 7.4.3 The National medical panel in Johannesburg is responsible for:
 - 7.4.3.1 The annual review of the MEDICAL CODE;
 - 7.4.3.2 The annual review of the Environmental code;
 - 7.4.3.3 Periodic review of the MSA anti-doping code with the publishing of an annual addendum of the latest policies of W.A.D.A. and the S.A.I.D.S.
 - 7.4.3.4 Review and introduction of all new policies emanating from the FIA/CIK. and the FIM.
 - 7.4.3.5 Liaison with the AMU and other African ASNs and FMN's;
 - 7.4.3.6 Selection of events for dope and alcohol testing in association with other interested parties – Sporting Managers and co-ordinators, Sporting Commissions and Regional Committees.
 - 7.4.3.7 The collation of statistical analysis information for the compilation of accident reports and statistics;
 - 7.4.3.8 Review of medical compliance forms submitted by regional medical panels;
 - 7.4.3.9 Operational duties as C.M.O., C.M.C. and environmental officials at selected events;
 - 7.4.3.10 Compilation of lists of unfit riders after events;
 - 7.4.3.11 Review of annual and special medical examinations and final decision making of fitness or not to participate;
 - 7.4.3.12 Stimulation of interest of disabled persons in motorsport both as administrators and competitors;
 - 7.4.3.13 The holding of medical and environmental seminars and updates each year;
 - 7.4.3.14 Control of the MSA Mobile Resuscitation unit;
 - 7.4.3.15 The convening of an investigation into the passage of events and circumstances of a fatal accident shall be mandatory.
- 7.5 **Regional Medical Committees**
 - 7.5.1 The regional medical committee chairman must create a regional committee capable of fulfilling the objectives of the committee as set out in this document, with whatever additional personnel the committee sees fit to co-opt.
 - 7.5.2 The Chairman must identify those doctors and paramedics that are currently acting as CMO's /

CMC's but who have not attended an MSA medical and environmental seminar and are not recommended in the MSA registry.

- 7.5.3 Two seminars will be held annually
- 7.5.4 Following the registration of CMOs, CMCs and MMTs with MSA. The Regional Medical Committee will determine the individual motorsport interests of these medical officials and submit these names to the Regional Committees and organisers. The president of the Medical Panel will not tolerate the appointment of any CMO, CMC or EMS service that suggests partially to any one individual or service.
- 7.5.5 The Regional Committee Chairmen will inspect circuits and determine the medical requirements of each circuit. Regional Medical Chairmen may delegate inspection duties to senior CMOs and CMCs who are operational at these circuits on a frequent bases. The inspector must complete the Medical Homologation form (form is available from MSA).

MEDICAL HOMOLOGATION FORM

This will include:

- 7.5.5.1. The external public access and exit roads to and from the circuit or venue;
 - 7.5.5.2. The access roads around the track and proposed route in off road events and to the Medical Centre, whether permanent or temporary, and the helicopter LA;
 - 7.5.5.3. The availability of a fixed or temporary medical centre;
 - 7.5.5.4. The siting of the medical centre;
 - 7.5.5.5. The design of the medical centre and its compliance with regulations set out in the medical code;
 - 7.5.5.6. The equipment available, both permanently and on event days, in the medical centre;
 - 7.5.5.7. The necessity for the mobile resuscitation unit to be deployed at an event;
 - 7.5.5.8. The staffing of the medical centre;
 - 7.5.5.9. The availability of a helicopter landing zone;
 - 7.5.5.10. The necessity for one or more helicopters at the event;
 - 7.5.5.11. The need for medical cars, the type and number required based on the regulations of the medical code;
 - 7.5.5.12. The need for ambulances, the number and the type which will include circuit ambulances, transport and spectator ambulances;
 - 7.5.5.13. The number and specific deployment of ground posts and the protection offered ground post crews
 - 7.5.5.14. Spectator medical services
 - 7.5.5.15. The hospitals appropriate to receive motorsport injuries, their distance from the circuit or venue by road and by air;
 - 7.5.5.16. Documentation from the hospital that both the hospital and all its divisions, particularly the specialists and radiology, laboratory services and A and E units are prepared to treat motorsport competitors who are on medical aid that provides benefits for motorsport injuries or on Motorsport insurance at the same tariff.
 - 7.5.5.17. The inspection of environmental facets of the circuit or venue and completion of the environmental check list (Addendum 2).
 - 7.5.5.18. The facilities available for alcohol and dope testing.
- 7.5.6 On completion of the inspections, the inspecting CMO or CMC will grade or homologate the circuit or venue, the grades of homologation are as follows:

Grade 1

The circuit or venue complies with the criteria set out in the medical code, with minor variations. The Circuit is homologated for 3 years. A further inspection is required after the third year.

Grade 2

The circuit or venue does not fully comply with the regulations of the medical code, but, in the opinion of the inspector, is safe enough for the next scheduled event to take place. After completion of the next event, all identified defects must be rectified, therefore the

APPENDIX L

circuit is homologated for 1 event and must be re-inspected before the following event.

Grade 3

If, during an inspection, the medical facilities and/or the environmental situation and/or the spectator facilities and safety are found to be grossly defective, the circuit and venue cannot be homologated, and no event may be held at that circuit or venue until all defects have been corrected and the circuit re-inspected.

7.6 Safety

While it is the prescribed duty of the Safety Panel to deal with circuit (track) safety, it is the duty of the inspecting CMO or CMC to ensure that safety measures are in place for all competitors, officials and spectators. This will include a review of the disaster plan drawn up for the circuit or venue. The Medical Panel will be represented on the Safety Panel.

It is a compulsory duty of all CMOs and CMCs to examine the helmet of every competitor who has suffered an accident or fall. Any defect identified on the helmet requires the helmet to be confiscated and submitted to the C of C for a final assessment. All damaged helmets must be rendered unusable. Competitors who require to wear spectacles during competition must use spectacles with plastic shatter resistance lenses.

7.7 In Competition Inspections

7.7.1 A CMO or CMC appointed for all events must ensure that the medical services comply with the requirements identified in the Medical Homologation form for that circuit or venue.

7.7.2 Unannounced inspection will take place.

7.8 Medical Compliance Forms

7.8.1 The Medical Compliance form is a medico-legal document vital for running of a motorsport event. An event that occurs without an approved Medical Compliance form, occurs outside the regulations of MSA and, therefore, MSA provisions such as public liabilities, competitor insurance may no longer apply.

7.8.2 There is an unjustified perception that medical services may be downgraded for regional and club events. This is totally incorrect. Regional and club events produce more serious injuries, probably related to inexperience.

7.8.3 It is the responsibility of the CMO or CMC appointed for the event, utilising the Medical Homologation document for that circuit or venue and the medical services schedule contained in the Medical Code, to complete the Medical Compliance for that event.

7.8.4 The completed Medical compliance form, including the identification of all officials (Environmental, Doping and Alcohol Control Officials) must be resubmitted to the event **organiser at least 2 weeks before the event. The organiser of the event is then responsible for submitting the form to MSA Head Office. The final time and date for submission of Medical compliance forms is 16H00 on Tuesday of the week of the event. Fines may be imposed on organisers who submit late forms.**

7.8.5 Alterations in medical personnel, personnel qualifications and ambulances different to the originally detailed medical crews and ambulances must be submitted to MSA immediately or, at the very least, before commencement of the event. Failure to comply with these requirements could result in the C of C delaying the start of the event until the correct services are in place and CMOs, CMCs being suspended.

7.8.6 Medical Compliance forms that are deficient in the following details will not be approved and will be returned to the organiser:

- 1) The use of out of date forms;
- 2) Incomplete forms that do not identify the MSA permit number, time limits of the event, environmental, doping and alcohol control officials, the surnames, HPCSA and MSA registration numbers of all medical personnel and the type and number of vehicles to be supplied;
- 3) Illegible forms;

4) Non-registered CMOs and CMCs.

7.8.7 A copy of the approved Medical compliance form must be submitted to the C of C for the event, who is required to check that the services detailed on the form are in fact in place and, if so, to sign the form.

7.9 Accident Report Forms

7.9.1 Only the Accident Report Form that states at the bottom right hand corner "REVISED" may be used.

7.9.2 Every column on the ARF report form must be completed.

7.9.3 Entries must either be typed or printed

7.9.4 It is imperative that the initials, name, surname, age, gender and licence number of each injured competitor is entered on the form.

7.9.5 Precise clinical diagnosis is required for each competitor

7.9.6 If the competitor does not appear to have sustained an injury the competitor must be entered on the form as "NO INJURY"

7.9.7 The method of transport, the name of the transporting service and the name of the receiving hospital must be entered on the report.

7.9.8 Completed MSA Patient report forms must accompany the accident report forms.

7.9.9 It the responsibility of the CMO or CMC appointed for the event to ensure that the completed Accident Report Forms are received at MSA Head Office by 16h00 on the Monday after the event.

Late submissions will be fined.

7.10 Doping and alcohol control officers

Recommended CMO's and CMC's may be requested to perform the functions of doping and alcohol control officers.

7.11 Attendance of MSA Regional Meetings

The Regional medical committee Chairmen or their appointed deputies, are required to attend MSA Regional Committee Meetings which are held every 2nd month.

7.12 Reports

The Regional medical panel Chairmen are required to submit regular reports to the MSA Secretariat .

8 MEDICAL CERTIFICATES AND EXAMINATIONS

8.1 Annual Medical Examination

Every competitor in motorsport must be psychologically and physically healthy enough to control a motor vehicle or motorcycle without endangering the lives of fellow competitors, race officials and spectators, while preserving their own life. To assess this condition, every motorsport competitor must produce a completed medical examination form, approved and presented by MSA with the application for a motorsport competitors licence at the beginning of each year. This medical certificate is valid for one calendar year i.e. from 1st January to 31st December.

A competitor who enters competitive motorsport during the course of a year and, notwithstanding that he/she has supplied the required and completed medical certificate recently, will be expected to produce a new medical certificate at the commencement of the new calendar year.

In the event of serious illness or injury, especially requiring surgery and/or hospitalisation, occurring following the issue of a medical certificate, a further complete examination and medical certificate is required prior to the competitor being declared fit to compete. **Non disclosure of an illness, injury or chronic medication, if discovered, will result in immediate cancellation of the competitors/officials licence.**

8.2 Guidelines for the examining doctor

Qualified and registered medical practitioners must perform this medical examination. Paramedics, nursing sisters, practitioners of alternate medicine, dentists, physiotherapists, occupational therapists, chiropractors or professionals in physical training or education, may not perform the examination.

A doctor familiar with the patient's medical history may perform the examination. The examining doctor

APPENDIX L

must be aware of the stresses, both physical and psychological, of motorsport. The purpose of the examination is for the doctor to determine whether the competitor is physically and mentally fit enough to control a motor vehicle or motorcycle in such a manner that he/she attempts to ensure the safety of other competitors, officials and spectators during an event, but taking cognisance of the type of event in which the competitor is intending to compete.

8.3 Excluding Disabilities and Medical Control

Certain disabilities either declared in the history or exposed during the physical examination exclude the granting of a medical certificate and motorsport licence.

Non-declaration by a competitor of an excluding disability or medical condition, will, on discovery, automatically exclude that person from all future participation in motorsport, whether as a competitor or as an official.

8.3.1 Limbs

An applicant must have sufficient function of their limbs to permit full control of their vehicle during an event. The vehicle may be adapted to allow control of the vehicle by a disabled competitor provided that there is no mechanical advantage. Traumatic Amputation of one or both lower limbs or one upper limb will not necessarily exclude an applicant from passing the Annual Medical Exam.

The Applicant will be required to demonstrate his/her proficiency in controlling the vehicle and his/her ability to exit the vehicle rapidly in the event of an accident in a practical test Amputation of an upper or lower limb resulting from a chronic medical condition excludes an applicant from competition.

Partial or total paralysis of one side of the body - Hemiparesis or Hemiplegia excludes an applicant from competition. Applications for paraplegic patients to perform non-driving functions, such as navigating, will certainly be considered.

A competitor, who, either by the use of prosthesis or through physical therapy, believes that he has control of his vehicle or motorcycle, may apply to the Medical Panel for an on site inspection of the competitors ability to control his/her motorcycle or vehicle on a circuit or off road venue. The vehicle may be adapted.

One event licences will not be granted to competitors with amputation of upper or lower limbs.

8.3.2 Vision

The minimum corrected visual acuity must be 6/6 (10/10) with both eyes open at the time of testing. The minimum binocular field should measure at least 120° on a horizontal plane. Spectacles, if required, must be fitted with plastic shatter resistant lenses, contact lenses must be the "soft" type. A competitor who suffers acute loss of vision will be excluded from being issued a competition licence. Such a competitor whose loss of vision in one eye is more than 1 year old, may be issued a licence for Observed Trials only. A competitors licence may be issued to a competitor whose loss of vision in one eye is more than 3 years old provided the vision in the unaffected eye is 6/6 (10/10). The competitor must exhibit satisfactory judgment of distance and agree to utilise double protection of the unaffected eye at all times. A competitor with double vision or nystagimus will not be issued a competition licence. Competitors in all events should be able to distinguish between red and green. A practical test may be used to clarify this situation.

8.3.3 Deafness

A licence may be issued to a competitor with impaired hearing but not to a competitor with disturbed balance. A competitor with impaired hearing must be accompanied to the competitors briefing by a person with normal hearing, who can communicate information given at the briefing. The competitor must wear a clearly visible tag that identifies the competitor as 'hearing impaired' to marshals and medical personnel, should the competitor be involved in an incident or accident.

8.3.4 Diabetes

It is not considered either desirable or advisable for insulin dependant diabetics to compete in motorsport.

However, a well controlled insulin dependant diabetic who is not subject to either Hypoglycaemic or Hyperglycaemic episodes, who manifests no evidence of either neurological or vascular disease, of ophthalmological degeneration secondary to the diabetes, may be passed fit to compete and be granted a licence.

The eligibility of such a competitor to continue participating will depend on the competitor's ability to maintain the health status outlined above. Therefore, such a competitor will be required to present, annually, a report from a specialist physician or endocrinologist and ophthalmologist outlining his state of health and the absence of complications of the diabetes.

Should a diabetic competitor suffer an episode of altered or loss of consciousness, which is caused by a low blood sugar during competition, the competitor's license will be rescinded immediately. Non insulin dependant diabetics are required to be assessed in the identical manner.

8.3.5 **Cardio-Vascular Disease**

8.3.5.1 A history of heart failure, heart valve disease, heart or other vascular disease, symptomatic angina, myocardial infarction or paroxysmal arrhythmia will exclude a competitor from obtaining a licence. However, should definitive treatment, including surgery, correct the defect, the competitor may be granted a licence except for speed events.

8.3.5.2 Chronic arrhythmias, such as atrial fibrillation, treated with anti-arrhythmic agents and anticoagulants will exclude a competitor from both speed and off-road events.

8.3.5.3 Controlled hypertension, with no evidence of ocular, vascular, renal or cardiac disease does not exclude a competitor from obtaining a licence. A competitor with hypertension will be required annually to submit a report from a physician detailing that the hypertension is controlled and that there are no complications of the disease. Competitors who are prescribed certain drugs, such as beta blockers to control the hypertension, will be required to submit a TUE annually.

8.3.5.4 Current or new competitors who have undergone coronary artery angioplasty or bypass grafting are required to produce a comprehensive medical report from the treating cardiologist and/or cardiothoracic surgeon which must state that the competitor has completely recovered and is physically fit enough to participate in non speed events.

8.3.5.5 **Medication that increases bleeding such as anticoagulants (warfarin, coumadin, plavex, etc.) prescribed to a competitor in off road events, (long distance) could result in a temporary suspension of the competitor's licence until the competitor has been taken off the medication.**

8.3.5.6 Competitors over the age of 50 are required to submit an effort ECG every 3 years and for Historic Events every 5 years.

8.3.6 **Neurological and Psychiatric disorders**

Applicants with a serious neurological or psychiatric disorder, either declared or discovered during the examination, will not be granted a licence.

Non-declaration of such disorders, when discovered, will result in the immediate exclusion from participation in motorsport, in any capacity for life and may be applied retrospectively to the beginning of the current motorsport season.

8.3.7 **Convulsions and Unexpected Loss of Consciousness**

A licence will not be issued to an existing or a new applicant who:

8.3.7.1 Is a diagnosed Epileptic or has been diagnosed as suffering from any of the seizure complexes although apparently well controlled by Medication;

8.3.7.2 Has suffered a single epileptic seizure and who is taking no medication;

8.3.7.3 Has suffered any episode of unexplained loss of consciousness.

8.3.7.4 Has been prescribed anti-convulsant medication after neurosurgery.

This regulation does not apply to a competitor who suffered febrile convulsions in childhood. The fact that a competitor has a normal E.E.G and brain scan (CAT or M.R.I) does not allow for the exclusion to be reversed.

8.3.8 **Alcohol and Drug Dependence**

Applicants with a previous or current history of alcohol or drug abuse or dependence will not be granted a licence.

8.3.9 **Miscellaneous**

New applicants suffering from the following diseases or who have undergone the following procedures will not be granted a licence:

i) Organ transplantation, including cornea, heart, heart and lungs, liver, kidneys or bone marrow.

APPENDIX L

- ii) Radio and/or chemotherapy in the previous 6 to 12 months.
- iii) Neurosurgery for cerebral conditions requiring opening of the meninges such as tumours, cysts, intra- or extra- cerebral haemorrhages, increased intra cranial pressure.
- iv) Cervical spinal fusion.
- v) Repeated episodes of concussion involving loss of consciousness, for example, more than two (2) episodes in one calendar year.

8.3.10 Asthma

Asthma is not an excluding disease, provided that the disease is notified and controlling medication is in inhalant form. A certificate from a paediatrician, physician or respiratory physician, notifying the applicant's medication and fitness to compete, must accompany the application for a licence. Competitors utilizing inhalers for treatment, whether beta 2 agonists or cortisone, will be required to apply for an Abbreviated TUE.

8.3.11 HIV AIDS

A competitor who wishes to declare his/her positive HIV status will not be excluded from obtaining a licence, provided his physical and mental health does not reduce his/her capacity to control a motor vehicle or motorcycle.

It is the responsibility of all competitors and officials to be aware of the high incidence of the disease and to take the fullest precautions to protect themselves when treating bleeding competitors, officials or spectators.

8.4 Procedure in case of doubt of Medical Fitness

- i) If the examining doctor is unable to approve an applicant on medical grounds, the doctor is required to complete the medical certificate, to note his rejection in the required area of the form, sign it, and submit it to the medical panel of MSA, attention The Admin. Manager.
- ii) If the examining doctor has any reservations, the doctor will follow the same routine as in 8.4.1. It will be the responsibility of the medical panel, with possible consultation, to take a final decision.
- iii) As the majority of medical practitioners who perform motorsport medical examinations are ignorant of the contents of the MSA Medical Code. MSA Administrative staff who receive medical examination code forms from new and renewing competitors which identify diseases, recent injuries or medication which may be prohibited, are requested not to issue a licence immediately. The medical examination form must be reviewed by the regional medical committee chairman and President of the Medical Panel who will then authorise or deny the granting of the licence. All cases of doubt or cases which may require the revocation of a licence will be referred to the Medical Review Board.

8.5 Costs of Medical Examination

All fees arising from the examination, from special examinations including radiology, laboratory and ECG's, required specialist reports, completion of certificates, are the responsibility of the applicant.

8.6 Examination of Minors

Examinations conducted on applicants of minor age will only be done with the written consent of the parents or legal guardian and will be conducted in the presence of the parent or legal guardian.

8.7 Age of Competitors and Passengers

- i) The minimum age for entry into competitive motorcycling is difficult to define and varies from country to country. Guidelines are currently being investigated at International level. For motor vehicle events, the driver must be in possession of a valid code 8 Drivers Licence. The minimum ages for competitors in FIM world championships and prizes and international events is found in article 09.2 of the FIM Medical Code.
- ii) The upper age limit for motorsport competition is determined by the age and the physical and mental ability to fully control a motor vehicle or motorcycle and the absence of significant disease processes that could affect these abilities adversely. There is no rule, which will terminate a competitor's continued participation based on age only. Every competitor retains the right of appeal to the Medical Panel.

9 SPECIAL MEDICAL EXAMINATIONS

9.1 Special Medical Examinations

If, at any time during practice or an event, if the race Steward, the Clerk of Course, the Chief Marshal, Jury President or the CMO/CMC has any doubt as to the psychological or physical fitness of either a competitor or official to continue either competing or officiating, a special medical examination may be requested. Such a medical examination may be carried out by the CMO or any other Medical Practitioner appointed by the CMO/CMC. Should a Medical Officer not be available at the venue to perform the Examination the CMC appointed for the event is authorized to perform the examination and to notify the President of the Medical Panel immediately telephonically.

9.2 Refusal to Undergo a special or temporary medical examination

A competitor or official who refuses to submit him/herself to a requested special medical examination will be excluded from any further participation in the event. The details of the incident will be notified, in writing, to MSA.

9.3 Unfit Competitors

A competitor, who is injured during an event and is declared unfit to compete further in that event, will be declared an unfit competitor on the event accident report form. A competitor designated as unfit must supply MSA with a medical certificate, which declares the competitor has completely recovered before his/her intended entry into a subsequent event.

9.4 List of Unfit Competitors

A list of competitors who have been reported to have sustained significant injuries in previous events is compiled from submitted Accident Report Forms weekly at MSA Head Office. Currently the list may be incomplete due to the late arrival of Accident Report Forms at MSA. The list is forwarded to all event organisers, CMO's and CMC's. Should a competitor whose name appears on the injured list enter a subsequent event, the competitor is required to submit a medical certificate from the treating medical practitioner or specialist stating that the competitor has completely recovered and is fit to compete. Should such a certificate not be available, the competitor must be examined by the CMO/CMC Appointed for the event who will utilise the guidelines for return to Motorsport after injury or illness contained in article 30, page 127 of this code.

The examining CMO/CMC will complete the Temporary Medical Certificate form and submit the form to the Clerk of Course and this examination must be conducted prior to the commencement of practice.

9.5 Non-Disclosure of Injury or Illness by a Competitor

Every competitor must be physically able to control his/her motor vehicle or motorcycle safely at all times. There must be no underlying or non-disclosed medical condition or injury that may reduce control or place other competitors or officials at risk. Failure of a competitor to disclose such a condition will lead to the application of sanctions.

The ultimate decision regarding fitness to compete on the day/night is at the discretion of the **CMO/CMC**.

9.6 Refusal to Undergo a Medical Examination and Accept Professional Medical Advice

Any competitor who is injured during a practice or race, who either refuses the preferred attention of venue medical personnel at the scene of the accident or at the venue medical centre, is required to sign the requisite refusal form. Such a refusal may invalidate future medical insurance claims. Should the competitor refuse to sign the form, it should be reported by the medical staff to the CofC, who will note that the competitor has rejected medical treatment and has no further recourse regarding the incident against any official, body, organizer or promoter. The CofC, independently or through the CMO/CMC, will inform the competitor of this.

9.7 Competitors with Special Medical Requirements

Competitors:

- i) With special medical conditions who may require special treatment in the event of injury;
- ii) Who have been in hospital during the previous twelve (12) months, for whatever reason;
- iii) Who are currently being treated for any medical condition; are responsible for informing the CMO/CMC before the commencement of practice for an event that they may require such special treatment.

9.8 Patient Report Forms

Patient report forms or copies must accompany the accident report form.

APPENDIX L

10 IDENTIFICATION OF COMPETITORS

It is important for competitors and/or officials to ensure that they have appropriate identification on them at all times. This is of particular importance with regard to Dope Testing.

11 MEDICAL SERVICES AT EVENTS

- 11.1 The treatment for injuries and acute illnesses sustained by competitors and officials during or immediately after an event is free of charge. The treatment of competitors and officials with Pre-existing Conditions may be charged to the individual concerned. The treatment of spectators may be charged to the spectator.
- 11.2 The costs for transportation of an injured competitor to a designated appropriate hospital are the responsibility of the competitor.
- 11.3 The costs for transportation of an injured or ill official to a designated appropriate hospital are the responsibility of the official.
- 11.4 The costs for transportation of an ill or injured spectator to a designated appropriate hospital are the responsibility of the spectator or the spectator's family.
- 11.5 It must be borne in mind by every competitor, official or spectator that the mode of transport is determined by the type and severity of the injury or injuries. Such transport may be by ambulance but, equally, may be by aero-medical helicopter, at very high cost to the competitor - usually in excess of R10 000.00.
- 11.6 The medical services contracted for any event must:
- i) Guarantee medical assistance to all competitors, officials, employees and spectators injured or taken ill before, during and immediately after the event.
 - ii) Guarantee that they will not reduce the number or the qualifications of operational medical staff contracted for the event, before or during the event.
 - iii) Guarantee that they will not reduce or alter the certified status - ALS, ILS, BLS of ambulances contracted for the event.
Identified disregard of article's 11.6.2 and 11.6.3 will be referred to statutory bodies including H.P.C.S.A.
- 11.7 The organiser of the event must provide a medical service for all spectators. This service must be separated from the medical facilities provided for competitors and their team members but within the same premises. The responsibility and control of spectator medical services rests solely with the CMC/CMO. Officials and emergency personnel must conform to the regulations with regard to public and environmental health and must be adequate to provide EMS services for the estimated crowd. For non-circuit events the deployed medical services will provide medical services for spectators and no provision of extra medical personnel for this service is requested.
Spectator medical services may require the provision of response vehicles, ambulances, caravan or tent, medical posts or first aid personnel on foot, depending on the number and distribution of spectators.
- 11.8 **The CMO/CMC and every individual member of the medical services operational at the event are not, under any circumstances authorised to divulge any information or make any statements to any third party, with the exception of the ill or injured competitors immediate relatives and/or team manager or members. All members of all branches of the media must be referred to the Clerk of the Course for statements**
- 11.9 Medical services designated as appropriate for an event must be available continuously and unaltered during the course of the event. The medical services are required to be at their designated areas of operation at least one hour before the commencement of the event and will remain in place for a minimum of thirty (30) minutes after completion of the final event of the day. Any changes to this must be discussed and approved by the CMO/CMC and the CofC before the event may proceed. For circuit racing, when there is a gap in either practice or racing of some time, operational medical personnel may leave their deployment sites but must return 15 minutes before the resumption of practice or racing. For non-circuit events, medical personnel, who have completed their duties on a specific stage of the event, may stand down until required to perform duties on a subsequent stage.
- 11.10 The organisers of an event are required to contract with an EMS service provider to provide the services required by the CMO/CMC for the particular event. Such contract will be in writing and a copy of the contract must be supplied to the Clerk of the Course. The contract must be agreed prior to the event and the tender submitted by the EMS Provider must be signed by both parties. Unrealistic and exorbitant quotations

must be referred to the Medical Panel.

- 11.11 Altered or reduced services, either in the number of operational vehicles or personnel or in the qualifications of personnel, supplied for an event will result in a breach of the written contract and the Medical Compliance form and requirements and the eligibility of the organisers to either reduce or not pay the EMS service provider's bill for the event.

12 COSTS OF MEDICAL SERVICES

- 12.1 The organisers of an event bear the responsibility for payment of the EMS service provider in accordance with the written contract.

- 12.2 **Competitors who purchase one event licences are responsible for their own medical costs.**

13 THE CHIEF MEDICAL OFFICER (CMO), CHIEF MEDICAL CO-ORDINATOR (CMC) AND MOTORSPORT MEDICAL TECHNICIAN (M.M.T)

- 13.1 Attendance at an official MSA Medical Panel Seminar and successful completion of the accompanying examination will result in the formation of a register of experienced medical doctors and paramedics as C.M.C, I.L.S. and B.L.S. Practitioners and nurses will be accredited as M.M.T.S. The Registry will be forwarded to all organisers who are requested to preferably utilize practitioners identified in the Registry. The Registry will detail 4 divisions:

1. Chief Medical Officer restricted to medical practitioners;
2. Chief Medical Co-ordinators (CMC) restricted to Advance Life Support (ALS) paramedics registered with the HPCSA;
3. Assistant Medical Co-ordinators (AMC) restricted to Intermediate Life Support (ILS) practitioners registered with HPCSA and professional nurses registered with SANA;
4. Motorsport Medical technicians (MMT) restricted to Basic Life Support (BLS) practitioners registered with HPCSA.

- 13.2 The names of successful candidates will remain on the registry for a period of 4 years. Registered CMOs and CMCs are required to officiate at a minimum of 6 events in any one calendar year. Failure to comply with this requirement will result in the official's name being removed from the registry.

- 13.3 Accredited with suitably experienced will be eligible to officiate at Club, Regional and National Motorsport Events

13.3.1 Experienced CMOs will be eligible to officiate at club, regional and national motorsport events.

13.3.2 Inexperienced CMOs will be eligible to officiate at club and regional motorsport events.

13.3.3 Experienced CMCs will be eligible to officiate at national, regional and club events.

13.3.4 Inexperienced CMCs will be eligible to officiate at club and regional events.

14 DUTIES OF THE CMO/CMC (The Chief Medical Officer or Co-ordinator)

- 14.1 The CMO/CMC takes full responsibility for all medical services for the event, including spectators

- 14.2 The CMO/CMC alone is responsible for completing and submitting the official MSA Medical Compliance form and Accident Report form.

- 14.3 Shall be appointed by the event organiser and shall be named in all event information, including the programme.

- 14.4 Must be registered with the H.P.C.S.A. as a Medical Practitioner or Paramedic and must be able to show proof of current registration.

- 14.5 Shall be authorised to practice his/her profession in South Africa.

- 14.6 Shall provide proof of evidence of current valid malpractice insurance.

- 14.7 Shall be experienced in emergency and motorsport medicine.

- 14.8 Must be completely familiar with the circuit or venue.

- 14.9 Shall be responsible for the identification of ideal deployment sites for Medical and Paramedic Personnel and Vehicles.

- 14.10 Shall before the commencement of events for the day, inspect the circuit and venue to ensure that all Medical and Paramedic personnel are correctly deployed.

- 14.11 Shall brief the operational personnel before the commencement of practice or racing and debrief after practice or racing has been completed. This will occur on each day of the event.

APPENDIX L

- 14.12 Shall ensure that all operational medical and Paramedic Personnel have adequate fluid and food available.
- 14.13 Shall provide the CoC with circuit map showing the position of all operational medical personnel and vehicles.
- 14.14 Shall provide written reports on the condition and disposal of all injured competitors to the CoC.
- 14.15 Shall at the end of the event compile a list of all injured competitors, including the diagnosis and disposal of each competitor. This document must be faxed or e-mailed to MSA immediately after the event or latest on 16h00 the Monday following the event.
- 14.16 Shall assess all competitors involved in falls or accidents and determine their fitness to continue competition.
- 14.17 Can recommend to the Clerk of the Course that a Race or Practice be stopped if:-
- i) In the opinion of the CMO/CMC competitors are allowed to continue circulating there will be danger to the life or the possibility of further injury to an injured competitor or officials attending that competitor;
 - ii) Weather conditions are so extreme that there is a risk of physical injury to competitors or that competitors will be unable to control their vehicles or motorcycles in the conditions.
 - iii) Medical personnel are unable to reach and/or treat a competitor or official for any reason.
- 14.18 The CMO/CMC when possible, should be stationed in Race Control whenever vehicles or motorcycles are on the circuit. For non-circuit events, the CMO/CMC must be in permanent radio contact with the CoC
- 14.19 Shall have clarified the Financial arrangements for the treatment of all injured motorsport competitors with the nearest appropriate hospital and all it's Departments. Should have assessed the capabilities of both the Hospital and its depts. Including, the A&E Unit, Radiology, Theater and ICU. Should have inspected the nearest hospital appropriate for the treating of priority one patients, and shall have a written agreement that such hospital is available on all competition days to accept injured competitors. Such hospitals should have available:
- Trauma resuscitation capability
 - Trauma surgeon
 - Neurosurgeon
 - General surgery
 - Orthopaedic surgery
 - Cardio-thoracic surgery
 - Intensive care
 - Plastic surgery
 - Burns capability

These facilities are usually only available in major urban areas; arrangements should be in place for the early transfer of patients from non-urban and rural areas to major centres for definitive care.

- 14.20 Shall, ensure that all operational medical personnel are currently registered with the H.P.C.S.A
- 14.21 Shall in the event that the nature of the event requires the presence of a helicopter, arrange for such helicopter and confirm the presence, Aero-medical configuration, registration and flight times of the helicopter, which will be required on the circuit for the duration of the event.
- 14.22 Shall confirm the availability of a suitable ambulance service capable of transporting ill or injured competitors, officials or spectators from the circuit or venue to an appropriate hospital. The CMO/CMC must ensure that no ambulance is removed from its designated site on the circuit to perform this function.
- 14.23 Shall ensure that all ground posts, vehicles, fixed or mobile medical centres and operational personnel are in communication, either by radio, landline or mobile telephone.
- 14.24 Shall ensure privacy and care for immediate relatives and team members of injured or fatally injured competitors.
- 14.25 Shall, as required, respond to and take medical control of any accident occurring on the circuit or in the Pits, Service areas and spectator areas.

15 THE CHIEF OPERATIONAL PARAMEDIC

A Chief Operational Paramedic (COP) must be appointed for all international, continental and national events. This position, in these events is distinct from the CMC. For regional and club events the CMC and COP may be the same person. The COP is responsible for:

- 15.1 Ensuring the overall and individual suitability and experience of all operational circuit medical personnel.
- 15.2 Inspecting all operational staff with regard to uniform suitability, neatness, cleanliness and personal presentability.
- 15.3 Inspecting both response vehicles and ambulances to ensure that all equipment is present and functional, all operational personnel are present and that all vehicles are clean and roadworthy.
- 15.4 Ensuring that the conduct of all operational personnel is at all times professional and instituting immediate corrective measures where personnel are suspected or reported to have committed acts of misconduct.
- 15.5 Taking medical incident command at any major incident, which has resulted in a race stoppage.
- 15.6 Assisting with the briefing and debriefing of all operational personnel before the event, after major incidents and after the event.
- 15.7 Ensuring that all operational crews are instructed in the design of helmets and protective clothing and their easiest removal, new trends in vehicle design and extrication techniques and all other practical aspects of rescue techniques.

16 MANAGER: MEDICAL CENTRE

Permanent circuits of all motorsport categories are required to have a fixed medical centre at the circuit. It is essential that a Manager, who may be a Paramedic or particularly a Trauma Trained Nurse, supervise the medical centre. The duties of the Medical Centre Manager will be:

- 16.1 Total responsibility and control of the medical centre;
- 16.2 Prior to every event at the circuit, to inspect and check all equipment, including oxygen, drugs and consumables that may be required for the stabilisation of ill or injured persons transported to the centre.
- 16.3 Identification and stock control of all drugs, consumables and equipment in the centre, including, in particular, the entry of schedule drugs and checking of the drug registers.
- 16.4 The ordering, secure storage, distribution and recording of all drugs and consumables used on the circuit and in the medical centre, under medical control.
- 16.5 The completion of all patient report forms, including those for special examinations, unfit competitors etc, for patients treated in the Medical Centre and the immediate forwarding of such reports to the Clerk of the Course.
- 16.6 Carrying out all routine nursing practices within the medical centre.
- 16.7 Attend debriefings and debrief all medical centre personnel, after a serious incident.

17 DISASTER PLAN

Event organisers and circuit owners must be aware of impending disaster management legislation and will be required to comply with the requirements.

18 QUALIFICATIONS AND OPERATIONAL CAPABILITIES: NURSING SISTERS

Nursing Sisters who wish to be or are currently operational at circuits or venues must:

- 18.1 Be currently registered with the South African Nursing Council.
- 18.2 Be qualified in General Nursing with Theatre, Intensive Care and/or Trauma Training.
- 18.3 Be currently employed in theatre, intensive care or trauma i.c.u.'s, accident and emergency units or currently receiving training in these disciplines.

A Nursing Sister with the above qualifications is of particular value for duty in a medical centre. Professional nurses are encouraged to attend medical and environmental seminars. Successful attendance and examination completion will result in nursing sisters being registered as A.M.C.'s.

A nursing sister with the above qualifications and extensive motorsport experience could be designated as an official deputy to the CMO/CMC and could be deployed to Race Control.

- 18.4 The medical panel welcomes the participation of nursing sisters with appropriate qualifications and experience in the provision of medical services at motorsport. Their expertise would be of particular value in the organising and control of medical centres and as a co-ordinator in race control.

While the scope and practice of medical officers and paramedics is clearly defined by the regulations of the various divisions of the H.P.C.S.A. with which body all medical officers and paramedics must register annually, there is no legislated scope of practice for nursing sisters in emergency medicine. As there are

APPENDIX L

medico-legal responsibilities and potential repercussions involved in all fields of medicine, nursing sisters will not be eligible as CMC's until their scope of practice has been legislated.

19 QUALIFICATIONS AND OPERATIONAL QUALIFICATIONS OF C.M.C's, A.M.C's AND M.M.T's

- 19.1 Contrary to the practice in Europe where medical practitioners are used frequently in motorsport events, South Africa depends greatly on its Emergency Care Practitioners for motorsport events.
- 19.2 The current term for all pre-hospital emergency care practitioners, as advocated by the Professional Board for Emergency Care Personnel at the Health Professions Council of South Africa is Emergency Care Practitioner, further differentiated into Basic, Intermediate and Advanced Life Support. The term Paramedic is reserved for ALS
- 19.3 Basic Life Support is the lowest level of qualification that is acceptable for operational duties at any motorsport event. Members of First Aid organisations, who are in possession of valid First Aid Certificates, are qualified at a level below this and are therefore ineligible for operational duties in motorsport. They may however be utilised for the provision of First Aid to spectators.

20 INSURANCE

- 20.1 As motorsport is dangerous and the possibility of serious or fatal injury exists for operational personnel, it is imperative that all operational personnel have current accident insurance and medical expense cover.
- 20.2 As the potential exists for litigation resulting from the treatment of patients, all operational staff are required to have current malpractice insurance.

21 CIRCUIT AND VENUE MEDICAL FACILITY REQUIREMENTS

- 21.1 Every venue, circuit and event is unique and will require unique medical services depending on the site of the venue the duration of the event, the length of the track, road access to the event, availability of appropriate hospitals in the immediate neighbourhood of the event and whether night stages are part of the event. The following medical facilities are required, either wholly or severally for events at circuits and venues:-

21.1.1 Fixed Facilities

- i) A permanent circuit medical centre
- ii) A defined and demarcated helicopter landing zone

21.1.2 Mobile Facilities

- i) A Mobile resuscitation unit
- ii) A medical car or cars.
- iii) Dedicated circuit or venue ambulances for competitors and officials
- iv) Dedicated circuit or venue ambulances for spectators
- v) Ambulances available to transport ill or injured competitors or spectators from the venue or circuit to the nearest hospital appropriate to the medical needs of the patient.
- vi) Ground posts
- vii) An Aero-medical helicopter on standby, or on site
- viii) An Aero-medical fixed wing aircraft on standby.

21.1.3 Temporary Facilities

- i) A suitable caravan
- ii) A tented structure
- iii) A solid structure such as a converted container

21.1.4 A Permanent Medical Centre

- 22.1.4.1 A permanent structure which can be utilized as a Medical Centre must be provided by the owner or owners of every permanent circuit or venue.
- 22.1.4.2 The construction or installation of a permanent Medical Centre or additions to existing facilities should be discussed with the MSA Medical Panel to ensure that the facilities comply with national and international guidelines.
- 22.1.4.3 The utilization, equipping and control of the Medical Centre during an event is the total responsibility of the CMO or CMC appointed for the event.

22.1.4.4 if the centre of the circuit has access to the outside of the circuit during practice or racing by tunnels under or bridges over the circuit, the ideal siting of a Medical Centre is inside the circuit.

The Medical Centre must have immediate access to the circuit and the service roads around the circuit.

22.1.4.5 The Medical Centre must have a guaranteed source of electricity with back-up power. It must be well lit and ventilated and must have a permanent supply of hot and cold water. Toilets must be immediately available.

22.1.4.6 The Medical Centre must provide sufficient space to accommodate a minimum of two examination couches and tables for the placing of medical equipment.

The requirements that are required in Medical Centres at circuits which may host international events are more detailed in order to comply with international standards. This will include:

- a. Toilet facilities for patients and disabled persons;
- b. Waiting areas for relatives and crews of injured competitors.

22.1.4.7 The Medical Centre must have communications with race control and all medical personnel.

22.1.4.8 The equipment and consumables required to be available in a Medical Centre must be the basic equipment to evaluate, resuscitate and stabilise a priority one patient. A full list is available in the Addenda.

21.1.5 Medical Centre Staffing

The minimum acceptable operational staffing of a medical centre is:

- a) One Medical Officer, one Paramedic and one nursing sister with appropriate qualifications or two Paramedics. The requirements for international events will be determined by the Director and Medical Director of the event.

21.2 Aeromedical requirements:

22.2.1 Circuits and Venues that host International or National events are required to have a dedicated helicopter landing zone.

i) **Dedicated aero-medical helicopter:**

The helicopter landing zone must be clearly identified immediately adjacent to the medical centre. The helicopter that is provided for the event must be a dedicated aero-medical helicopter with G7 licencing and Cat 138 registration.

Should a helicopter be required for either a national or an international event, the helicopter must be at the circuit and operational for the full practice and racing. It must be ready for inspection from one hour before the commencement of the practice or race until 30 minutes after the end of the last race or until released by the race director of an international race.

ii) **Dedicated fixed wing aircraft services:**

Events that are programmed to occur in remote areas may require the services of a dedicated fixedwing aero medical aircraft for transfer of a priority one patient to an accredited trauma facility in an urban centre. Such aircraft must be G7 and CAT 138 registered.

If the need for such an aircraft is identified an appropriate airstrip with GPS co-ordinates must be similarly identified.

It is beyond the financial capabilities of an organiser to have such an aircraft sitting on the ground for even one day, therefore it is sufficient that the CMO/CMC who has identified the need for this service, contacts a fixed wing aero-medical service and requests them to have an aircraft available on standby for the duration of the event.

21.3 Mobile Resuscitation Unit

- i) The concept of a Mobile Resuscitation unit is of a vehicle that is equipped as an emergency unit, such as are found in most hospitals which is driven to a venue and becomes a static temporary medical centre at that venue. MSA has acquired and developed such a vehicle. Details and bookings of this vehicle may be obtained from MSA.
- ii) The equipment, consumables and drugs stocked in this vehicle are identical to those of the medical centre. Certain items cannot be utilised because of space restrictions.

APPENDIX L

21.4 Medical Car

- 21.4.1 The type of vehicle selected and the configuration of a medical car will be determined by the expected function and the type of terrain over which the vehicle is expected to travel; thus it may be response only or response and transport. Both the functional and cost effectiveness of response only medical cars is under review.
- 21.4.2 The number of medical cars required will be determined by the nature of the event and length of one circuit. This would require:
- 21.4.2.1 For circuit and drag racing - 1 medical car per 2.5kms of circuit.
- 21.4.2.2 For short track events such as Motocross, Speedway, Karting and Oval a medical car is not required. Should a Quad converted to carry a stretcher, driver and medical attendant be available, this may be utilised as a medical car.
- 21.4.2.3 For special stage rallies, a response transport medical car, preferably a 4 wheel drive should be deployed at the start of the stage and must be able to reach an injured competitor in that stage within 20 minutes. Should the stage take longer than 20 minutes to complete, a second response transport medical car should be deployed in the stage at the 20 minutes mark.
- 21.4.2.4 The organiser of a long-distance off road event must submit a plan of the proposed circuit to the appointed CMO, CMC and the Medical Panel so that the correct number, qualification and deployment of medical cars can be planned. It is totally incorrect for event organisers and C of Cs to hold all medical crews at the start of the event.
One medical car must remain at the start. Medical cars must be deployed within the loop on loops of 50km or less. Should the event involve more than one loop, a 3rd extra medical car must be deployed within one loop.
- 21.4.2.5 A Vehicle selected as the medical car for circuit racing must be sufficiently powerful to complete one lap of the circuit behind the racing vehicles in a time equivalent to the time expected for the backmarkers of the field to complete the first lap of the circuit.
- 21.4.2.6 It is a requirement that vehicles selected as Medical Cars should have 4 doors and be capable of conveying 3 people comfortably with space for all rescue and medical equipment required by the operational personnel. It is recommended that the vehicle should be equipped with a roll cage and front and rear seatbelts.
- 21.4.2.7 The medical car must have 2 way radio communication with all emergency vehicles, all ground posts, the medical centre and race control.
- 21.4.2.8 The crew of any medical car should comprise of:
- a) A driver who has experience of driving on circuits or off road, who is trained as a rescue or radio marshal and has some medical knowledge and experience, advanced driver training is essential.
 - b) A medical officer or ALS paramedic with appropriate experience and equipment.
 - c) An intermediate or basic life support practitioner capable of assisting the advanced paramedic or of initiating - resuscitative measures in the event of more than one competitor and/or official sustaining injuries.
- 21.4.2.9 The decision to mobilise a medical car during practice or racing is taken in race control by the CofC in consultation with the CMO/CMC. Critical to the taking of this decision is the early report of personnel of the nearest ground post or marshal post and what is visible on CCTV, if available. On receipt of this information, the race may be stopped or yellow flagged and the medical car despatched. Should an incident occur during practice, the sessions will be stopped before despatch.
- 21.4.2.10 The medical car must carry the following medical equipment:
- i) Full range of rigid cervical collars.
 - ii) Extrication device for car events, rescue scissors and belt cutters.
 - iii) Full range of airway management equipment - laryngoscope with full range of blades, spare batteries and bulb, introducers, full range of airways, tracheotomy tape, bag valve mask, oxygen, suction catheters, portable suction apparatus and surgical cricothyroidotomy set. Full range of circulatory management equipment – iv. cannulas 14-24, administration sets – 10+60 dropper and hycap, crystalloid

- and colloidal IV solutions, fixation strapping.
 - iv) Stethoscope, sphygmomanometer and pupil torch.
 - v) Monitor- defibrillator and pulse oximeter.
 - vi) Burn Dressings
 - vii) Full range of consumables.
 - viii) Full range of resuscitation, sedation and analgesic drugs.
- 21.4.3 A medical car must be equipped with functional roof mounted lights. Sirens are not to be installed or used. A sign mounted on both sides of the car must have the term medical car inscribed in red on a white background. No red cross may be on the sign as this is a brand of the Red Cross Society. The front of the vehicle should identify the occupants of the vehicle eg. CMO, C.M.C. doctor, paramedic.
- 21.5 Immobilisation devices – Traction splints, gutter splints, scoop stretcher, head blocks and spider harness.
- 21.6 Dedicated circuit or venue ambulances for officials and competitors.
- a) In the event of an accident occurring beyond the middle of the stage, the medical car shall place a board visible to oncoming competitors, to indicate that a slow vehicle is in the stage, prior to proceeding into the stage. In the event of a stage being re-opened prior to the medical car returning to the exit point, the CofC shall give written instruction to the competitors that the Board is still in place, until the start point is informed that the board has been removed. The showing of the instruction is then discontinued.
 - b) In Off road and Enduro events, the instruction shall be given to the preceding marshal point and shall be discontinued once informed that the board has been removed.
 - c) Off Road would require a vehicle for every 50kms of circuit utilising leapfrogging of vehicles.
 - d) Classic and Historic rallies, regularity and economy runs require the use of outside assistance for transport is acceptable.
- 21.7 **Competitor withdrawals**
- In an attempt to distinguish between an accident and competitor withdrawals, any non-circuit competitor who withdraws from a Rally or race shall hand his/her time card to the nearest official, in the shortest possible time.
- The competitor is required to hand a report containing the reason for his withdrawal including his name, ID number and Licence Number attached to the officials and obtain a receipt signed by the officials. Failure to comply with regulation will result in a R1000.00 fine and suspension of the competitors licence pending an enquiry. The competitor who withdraws after an accident must contact the CMO or CMC prior to leaving the event.
- 21.8 **Dedicated Circuit Ambulances for Spectators**
- The necessity for the provision of an ambulance will be determined by the size of the crowd expected to attend the event the distribution of spectators at the event, the physical characteristics of the event locale and the duration of the event. If it is decided that the expected crowd will require specific ambulance deployment, the number and type of ambulances will be decided on by the CMO/CMC.
- 21.9 **Dedicated Circuit Ambulances for Competitors and Officials.**
- An Ambulance deployed at a specific point may leave that point to transport an injured competitor or official to the medical centre or to a transport ambulance. On completion of the transport, the ambulance must immediately return to its initial site of deployment, unless an alternate ambulance has already replaced it. Under no circumstances may an ambulance deployed to a specific point at any venue or circuit, transport a patient to hospital subsequently leaving that point vacant. An ambulance, not deployed for any purpose at the circuit or venue, will undertake the transport of an ill or injured competitor, official or spectator.
- i) **An ambulance may only enter a circuit or venue on direct instruction from race control through the Clerk of the Course.**
 - 21.9.1 For circuit racing, one conventional ILS or ALS ambulance, appropriately crewed, must be deployed to service 2.5kms of the circuit.
 - 21.9.2 For Motocross, Karting, Drags, Oval, 1 ALS or ILS ambulance, appropriately crewed must be deployed at the circuit.
 - 21.9.3 In order that expense can be minimised in Rally and off road events and to obtain optimum use of response ambulances, leapfrogging of vehicles is required. In special stage Rallies, the

APPENDIX L

general rule is the deployment of 1 response ambulance at the start of a stage, with a maximum response time of 20 minutes, in a stage with a response time in excess of 20 minutes, a second response ambulance would be deployed in the stage beyond 20 minute point. On completion of the stage, the response ambulance is stood down and deployed to a later stage, thus leapfrogging vehicles currently deployed in active stages. this reduces the total number of vehicles required. For long distance off road events, a response ambulance must be deployed at the start of the loop to service 50kms of the circuit. This will probably require the initial deployment of 2-4 response ambulances. Once all competitors have exited a 50kms sector, the response ambulance is withdrawn and deployed to a later 50kms sector, thus leapfrogging active sectors.

21.9.4 In the event that an accident with injuries occurs in a stage, the response ambulance may be directed to enter the stage. Drivers who enter the stage will be notified that there is a slow moving vehicle in the stage. If it is a long stage, and the response ambulance deployed in the stage is directed to enter the stage, the response ambulance should place a board on the road visible to approaching competitors, indicating that there is a slow vehicle in the stage, prior to proceeding into the stage. In the event that the stage is re-opened prior to the response ambulance returning to its deployment point, the clerk of the course or the appointed deputy shall give written notification to the competitors that the board is still in place until the start of the stage has been informed that the board has been removed,

21.9.5 For historic and classic rallies, regularity and economy runs, the E.M.S. services and hospital in the area through which the rally is proceeding, must be notified of the event.

In the event of an expected crowd in excess of 20,000 spectators, members of official and recognized first aid organisations may be deployed in heavily populated spectator areas on foot, to render first aid.

21.10 Off circuit/venue transport ambulances

- i) In the event that an ill or injured competitor, official or spectator requires to be transported from the circuit or venue medical facilities, an ambulance not deployed at the event, must be despatched to transport the patient.
- ii) In the event that the condition of the patient is life threatening or limb threatening, an ambulance deployed on the circuit may have to be despatched to accommodate this transport without compromising the outcome of the patient. This ambulance must be replaced immediately either permanently or temporary until it returns from the hospital.

21.11 Ground Posts for Motocross, Karting, Circuit and Short circuit events

The written protocol of motorsport medicine is that every fallen competitor must receive medical attention within one minute. To achieve this protocol, ground posts are required. A ground post is a point on the circuit, which has been identified by the CMO/CMC as a point where accidents and falls may occur. To provide immediate medical response, this point is defined as a ground post, which is usually in close proximity to a marshal's post and crewed by an advanced life support paramedic and 1 or 2 ILS or BLS practitioners who will respond rapidly and timeously on foot to an injured or fallen competitor. If there is at least one ALS paramedic mounted on a quad operational on the circuit, the ground post may be crewed by ILS or BLS practitioners.

- i) The CMO/CMC may, especially for international events, designate multiple ground posts.
- ii) The ground post selected must:
 - a) Afford operational crews with adequate physical protection from injury.
 - b) Afford operational crews with protection from the elements and toilets.
 - c) Have functional radio communication with race control, CMO/CMC and the medical centre.
 - d) Have ambulance back up immediately available.

21.12 A Caravan

A caravan may be utilised only as a medical post for spectators. Due to its construction, it is not possible to carry a patient on a stretcher through the door of a caravan.

21.13 Tents

A tent or tents may be utilised as a temporary medical centre for distant events with no medical centre. The equipment, drugs and consumables required for a fixed medical centre, would be required in a tent medical

centre, depending on electricity and water.

21.14 Solid structure such as a converted container

A large container, adequately converted is capable of performing as a small temporary or permanent medical centre.

22. INCIDENT MANAGEMENT

- 22.1 The Management of incidents at circuits and venues depends on the severity and number of injuries and the type of the incident.
- 22.2 Incident command means that the most senior person at the incident scene may take command of the incident. This may be a marshal, a post chief, or medical personnel operating at a ground post at that point.
- 22.3 The initial incident commander may be replaced on the arrival of a more senior or professionally qualified official.
- 22.4 The incident command may be broken up into various sector commands which may include medical, fire and rescue sector commands. This is of particular importance in a disaster situation with multiple casualties.
- 22.5 The incident commander has the following immediate responsibilities:-
- 22.5.1 The notification of race control by radio that he is in attendance at the incident.
- 22.5.2 The earliest possible informing of race control by radio of a preliminary report of the incident identifying.
- 1) The exact site of the incident.
 - 2) Whether the vehicles are on or off the racing area.
 - 3) Whether racing can continue normally or under a yellow flag or the race must be red flagged and stopped.
 - 4) That medical details will follow.
 - 5) That other hazards, such as fire, exist or not.
- 22.6 The times of all radio communications must be noted.
- 22.7 At the earliest possible time, the Paramedic on scene must give a medical incident report, which must be concise and informative such as
 Priority 0 – No injuries
 Priority 1 – Polytrauma
 Priority 2 – Fractured ankle
 Priority 3 – Abrasions arm
 Priority 4 – Not resuscitatable
 Lastly require medical car or Ambulance on circuit or competitor will be removed off circuit, again time must be noted.
- 22.8 On receipt of this information the officials in race control will make a final decision on whether the race continues or not.
- 22.9 If the race is stopped, the CMO/CMC is required to respond to the incident, independently or together with other officials as required by the incident.
- 22.10 In the event of multiple casualties occurring (more than 2) the race must be stopped to allow additional emergency vehicles to access the injured.
- 22.11 The permanent or temporary medical centre or mobile resuscitation unit and the aero-medical helicopter must be notified and put on stand-by for the imminent arrival of the injured.
- 22.12 Extrication will be accomplished by utilising the accepted equipment and principles of medical rescue.
- 22.13 Under no circumstances may the aero-medical helicopter land on the circuit. Priority 1 injured competitors or officials will be transported to the medical centre or to the helicopter directly for evacuation.
- 22.14 For non-circuit events the aero-medical helicopter assumes the role of a rapid response vehicle and may land at any point along the route, which affords a safe emergency landing and the safety of the crew and the machine.
- 22.15 Access to injured patients on circuits used for motocross, Enduro, Harescrambles and off road events may require the transport of an injured competitor by stretcher on foot to an awaiting ambulance. Racing may not recommence until all injured competitors and officials and all medical and rescue personnel have cleared the track completely.
- 22.16 On completion of the evacuation of all injured competitors or officials, the incident commander will supervise the clearing and cleaning of the incident scene. Once this has been satisfactorily completed the incident commander will order the orderly withdrawal of all personnel and vehicles not deployed at that point. On completion of this, he will notify race control that the incident command has been closed down.

APPENDIX L

23 DEBRIEFING

Although medical personnel are frequently exposed to grotesque injury and death, it must be remembered that marshals, some of whom are very young, are not exposed to such scenes. It is the responsibility of the CMO/CMC to assess the state of mind of exposed officials, and if necessary, to debrief them during or after the event and to identify the need for further professional counselling.

24 MAINTENANCE OF MEDICAL COVER AT EVENTS

If, at any time, the minimum number of doctors, paramedics or professional nursing sisters and EMS vehicles are not present (during the evacuation of a competitor to a hospital or at the commencement of practice or racing), the event must be stopped until the minimum number is available.

25. PROCEDURE IN THE EVENT OF A COMPETITOR SUFFERING INJURY (ROAD RACING GP & SBK RULES)

This is included in this medical code as an example of a response and treatment protocol. Such protocols need to be individualised for each circuit and venue.

The management of an injured competitor is under the control of the CMO/CMC and should be in four phases.

Phase I

First intervention on the track or on the run off areas.

A fallen competitor must be reached by a doctor or paramedic who can begin treatment within 60 seconds of the competitor coming to rest. If the situation is serious and the competitor cannot move or be moved safely away from the track, the CMO must be informed by radio so that further assistance can be summoned. It is recommended that the CMO be stationed in race control with access to closed circuit T.V. monitoring of the track. On the request of the CMO/CMC and with the race directors permission, any medical vehicle can be despatched to the scene of the accident.

In extreme circumstances, the race director alone can decide that a practice session or a race can be stopped to allow access to a fallen competitor /s or to allow treatment to continue at the side of the track or in the run off area.

The intervention must be coded as follows:

Green: Quick intervention up to 3 minutes without protection for the medical staff

Yellow: Intervention lasting longer than 3 minutes with protection of medical staff

Red: The medical staff require the race or the practice to stop

Phase II

The injured competitor will be transferred to the medical centre, when their condition allows. The CMO shall decide the time and method of transfer. Rarely, and only at the discretion of the CMO, may a competitor be transferred to hospital directly from the trackside. The vehicle designated to transport the competitor must be on the scene at the incident location with minimum delay following the order to intervene.

Phase III – Medical Centre

At the medical centre, staff will be available to treat the competitor. The CMO remains responsible for the treatment of the competitor. If the competitor is unconscious, he/she will be treated by the medical centre staff under the guidance of the CMO. The competitor's personal doctor may observe this treatment and may accompany the competitor to hospital, or assist at the request of the CMO/CMC.

A competitor who is conscious may choose the medical staff by whom he wishes to be treated. A competitor who does not wish to be treated by the medical centre staff against their advice must sign a "Competitor Self Discharge" form.

Phase IV – Transfer to Hospital

The CMO/CMC shall decide the time and mode of transport of the transfer and the hospital destination of an injured competitor. Having made the decision, it is the CMO/CMC's responsibility to ensure that the receiving hospital and appropriate specialists are informed of the estimated time of arrival at the hospital and the nature of injuries. It is also the responsibility of the CMO/CMC to ensure appropriately skilled and equipped staff accompany the competitor to hospital.

26. SUGGESTED NATIONAL TARIFF FOR MEDICAL SERVICES

	CLUB	REGIONAL	NATIONAL
CMO	83.00	95.00	110.00
CMC	83.00	95.00	110.00
ALS Paramedic	65.00	75.00	85.00
ILS Practitioner	60.00	65.00	70.00
BLS Practitioner	50.00	55.00	60.00
Nursing Sister	65.00	75.00	85.00
ALS Ambulance	To be negotiated with service provider		
ILS Ambulance	To be negotiated with service provider		
Medical Car	To be negotiated with service provider		
Mobile Resuscitation Unit	To be negotiated with service provider		
Helicopter	To be negotiated with service provider		
Fuel costs	It be paid in excess of 100km		
Toll Fees	To be paid by organiser on submission of slips		

27 GENERAL PRINCIPLES FOR THE RETURN OF AN ILL OR INJURED COMPETITOR TO COMPETITIVE MOTORSPORT

This protocol contains broad guidelines for the clinical assessment of ill or injured competitors and their eligibility to safely return to competitive motorsport. The ultimate responsibility to determine a competitor's medical fitness to compete in a motorsport event is taken by the C.M.O / C.M.C. of the event. It must be clearly understood by all C.M.O / C.M.Cs. that any decision taken regarding a competitor's fitness to compete or not may be taken under pressure from various parties, which may include parents, team members, sponsors, manufacturers, etc. The progression of professionalism in all sports subjects competitors to contractual obligations which can be dehumanising.

The final decision as to fitness to compete in an event is made by the C.M.O. / C.M.C. and the decision may not be reversed on the day of the event by any other official or medical practitioner. The preservation of the physical and moral integrity of every competitor must always be placed ahead of the sporting interests.

The developments of new surgical techniques that are increasingly less invasive and therefore less physically damaging to the patient have resulted in dramatically reduced hospitalisation days. However, this technological progress does not, in anyway, alter the well-documented pathology and time involved in bone healing and scar tissue formation. Healing will take the same time it has always taken.

27.1 The following criteria must be evaluated in determining fitness to compete:

1. To ensure the immediate safety of the competitor for himself, other competitors, officials and spectators.
2. To ensure that a return to competition at this stage will not compromise the long term physical integrity of the competitor e.g. Result in early joint replacement surgery.
3. The following basic medical principles should be observed at all times:
4. 28.1.4 The healing of skin incisions required for surgical procedure requires the times accepted by surgical principles. Sutures in surgical wounds must be removed and full cutaneous healing must have occurred prior to entering competition.

General guidelines for skin healing + suture removal.

Face 5 – 7 days

Torso 7 – 10 days

Joints 14 - 20days

5. The use of internal fixation devices and percutaneous wires for the reduction and immobilisation of fractures and fracture dislocations is an absolute contra indication to returning to competition prior to the removal of such devices and evidence of complete healing has been obtained.
6. Rigid fixation devices used for immobilisation of an injury such as external fixators, synthetic plaster casts, rigid external prostheses such as splints and moon boots are an absolute contra-indication to returning to competition. These devices can, on their own, become damaging agents in a new

APPENDIX L

accident due to their differing elasticity in relation to human tissues.

The principles adopted globally for bone consolidation and healing is 4 - 8 weeks for upper limb fractures and 12 - 16 weeks for lower limbs fractures. These minimum times may have to be revised depending on bone callus formation and the category of motorsport competed in by the injured person.

27.2 The following set of simple tests may be utilised by the C.M.O. / C.M.C for assessing recovery of function.

1. For upper limb injuries:

Joint mobility and range of movement equal to or better than 50% of the expected normal range of movement for the joints of the shoulder, elbow, wrist and thumb.

Perform 5 - 10 press-ups with open hands,

Perform 5 - 10 press-ups with closed fists against a wall with the feet placed 50cm from the wall.

2. For lower limb injuries:

Joint mobility and range of movement equal to or better than 50% of the expected normal range of movement for the joints of the hip, knee and ankle.

Alternate weight bearing on the left and right foot for at least 10 seconds.

Run, without assistance, a distance of 20m in a maximum time of 15 seconds.

Go up and down 10 stairs in a maximum time of 20 seconds.

Jump on and off a 30cm step bearing weight on the limb 10 times.

27.3 HEAD INJURIES

Minor head injuries with or without loss of consciousness, whether single or repeat episodes, may be problematic for C.M.O. and CMCs

1. **GRADE 1 CONCUSSION**

No loss of consciousness.

Period of confusion, clearing completely within 15 minutes.

Symptom free within 15 minutes.

No localising signs.

Normal vital signs.

May return to competition on the same day. A second episode on the same day - no sport for 2 weeks after all symptoms have disappeared.

2. **GRADE 2 CONCUSSION**

No loss of consciousness.

Period of confusion lasting longer than 15 minutes.

Symptoms lasting longer than 15 minutes.

No localising signs.

Normal vital signs.

May not return to competition on the same day. May return to sport a minimum of 2 weeks, after all symptoms have disappeared. Symptoms persisting 24 - 48 hours require neurological evaluation and scanning.

3. **GRADE 3 CONCUSSION**

Loss of consciousness lasting seconds or longer.

Period of confusion and amnesia for the incident.

Prolonged symptoms.

No localising signs.

Normal vital signs.

Requires full neurological evaluation and scanning.

May return to sport 4 weeks after all symptoms have disappeared.

27.4 MAJOR HEAD INJURIES

Serious head injuries with a prolonged period of coma will only be allowed to compete after complete normalisation of both clinical and radiological signs and with a minimum delay of 2 - 3 months. Extradural haematoma requiring craniotomy and drainage may not return to competition for a minimum period of 6 months. Subdural haematoma requiring craniotomy and drainage may not return to competition until anti-convulsant therapy has been stopped or for a minimum period of 6 months. A head injury with or without

surgical intervention, with neurological deficit, such as hemiparesis, will not be allowed to compete in the future and the licence will be revoked. The same protocol will be followed with regard to brain tumours, cysts and abscesses. A competitor who suffers 2 or more episodes of grade 3 concussion in one calendar year must provide evidence of normal neurological function and brain scans before being declared fit race.

27.5 ABDOMINAL SURGERY

For all abdominal surgery, independent of whether the peritoneum was opened or not return to competitive motorsport will be after a minimum period of 1 month.

27.6 HEART AND LUNG DISEASES AND SURGERY

The eligibility of a competitor with a heart or lung condition or surgery to compete will be determined by the treating cardiologist or cardio-thoracic surgeon on an individual basis. The competitor must present, on request, a report from the treating specialist. Competitors in long distance off road events who have been prescribed anti-coagulants will be evaluated as unfit to compete until they have completed this course of medication.

APPENDIX 1

CMO/CMC CHECKLIST FOR MOTORSPORT EVENTS

1. PRE-EVENT CHECKLIST

- 1.1 Identify the dates, times and venue for the event
- 1.2 Identify the medical facilities available at the venue
- 1.3 Identify the requirements necessary for minimum medical standards at the event.
- 1.4 Identify the necessity or not for either fixed or rotary wing Aero medical services.
- 1.5 Identify the nearest hospitals appropriate to the rendering of level 1 trauma care. Request the hospital availability, identify contact personnel in the hospital and accident and emergency units and their 24-hour contact numbers. Request that hospitals confirm their availability in writing.
- 1.6 Identify average transport times to the hospital by road and by air.
- 1.7 Identify special requirements that may be required – radiological equipment, personnel, etc.
- 1.8 Identify possible public health and infectious disease hazards and plan accordingly.
- 1.9 Ensure that all competitors and their teams, organisers, officials and spectators are informed of potential health hazards and immunisations required for the region.
- 1.10 Arrange and hold briefing meetings and strategic planning sessions with all medical personnel.
- 1.11 Ensure that a disaster plan has been drawn up for the events.
- 1.12 Identify what uniform is required for the event and ensure it's delivery one week prior to the event.
- 1.13 Ascertain the probable weather conditions and ensure that this information is disseminated to all competitors and their teams, officials, etc.
- 1.14 Ensure that food and beverages will be regularly available for all personnel.
- 1.15 Determine the requirements and distribution of medical services to be provided for spectators. Ensure the quantity and quality of toilet facilities required for spectators, ensure compliance with the Environmental Code.

2. EVENT CHECKLIST

- 2.1 Confirm the availability of the designated hospitals and if necessary, visit the hospitals.
- 2.2 Confirm the financial provisions for both casualty and admission, treatment for injured or ill competitors and their teams and officials.
- 2.3 If necessary, check evacuation times by roads and air to designated hospitals.
- 2.4 Ensure that there are adequate facilities and personnel for conducting doping and alcohol testing if required.
- 2.5 Ensure your presence at the circuit at least 2 hours before the commencement of practice or racing and complete circuit inspection 30 minutes before practice or racing.
- 2.6 Conduct CMO's inspection of:
 - 2.6.1 Medical Centre
 - 2.6.2 All medical vehicles
 - 2.6.3 All Ground Posts
 - 2.6.4 The Helicopter (if available)

APPENDIX L

- 2.6.5 Spectator medical facilities
- 2.6.6 All medical and medical personnel
- 2.6.7 Radio communications at all sites
- 2.6.8 Inspect personnel protective equipment
- 2.7 Conduct daily Pre and Post event briefings and de briefings
- 2.8 Consult with Clerk of the Course advising him in writing of missing, inadequate, expired or broken equipment and inadequate or untrained personnel. It must be determined whether such inadequacies will significantly effect competitor safety and what immediate action is required
- 2.9 If required, assess special medical examination forms and conduct special medical examinations on previously injured competitors.
- 2.10 **In the event of an accident:**
 - 2.10.1 Determine the necessity for stopping the race or practice.
 - 2.10.2 Ensure appropriate medical care reaches the competitor at the earliest possible times.
 - 2.10.3 Request early report on the condition of the competitor and the proposed disposal,
 - 2.10.4 Personally attend to or ensure appropriate medical management of the injured competitor.
 - 2.10.5 Determine disposal of the competitor from the medical centre which may be:
 - 2.10.5.1 Discharge to the care of the team.
 - 2.10.5.2 Transfer to the hospital, by car or ambulance for diagnostic tests and probable casualty treatment and discharge,
 - 2.10.5.3 Transfer to hospital by ambulance for diagnostic test and definitive in-hospital treatment.
 - 2.10.5.4 Emergency transfer to hospital by ambulance, fixed or rotary wing, Aero-medical transport, for emergency definitive treatment.
 - 2.10.6 **In the event of a fatal accident, ensure:**
 - 2.10.6.1 The required care of the body with special regard to the cultural and religious beliefs of the competitor and his relatives.
 - 2.10.6.2 That all medico-legal requirements of the country's legal system are complied with.
 - 2.10.6.3 That all information, care and counselling is provided to relatives, team members, sponsors and officials affected by the incident.
 - 2.10.6.4 That the Clerk of the Course and other relevant officials are notified
 - 2.10.6.5 No information is divulged to the media, press or other information services.
 - 2.10.6.6 That all medico legal documentation is completed.

3. POST EVENT CHECK LIST

- 3.1 Ensure ill or injured competitors and officials have been seen and correctly disposed of.
- 3.2 Ensure that all patient report forms have been completed and that copies have been given to the CofC, the transporting ambulance or the patient.
- 3.3 Complete the required Accident Report form clearly indicating the hospital to which competitors were transported.
- 3.4 If possible try and identify which competitors were admitted.
- 3.5 Ensure that all schedule drugs have been entered into the drug register and that the drug register entries balance.
- 3.6 Debrief all operational personnel with the Chief Operational Paramedic.
- 3.7 Stand down all Operational Personnel

The following equipment is required in the medical centre:

- a) Stethoscopes
- b) Manual and electronic blood pressure recording and monitoring apparatus.
- c) Diagnostic sets containing auroscope and ophthalmoscope. These sets may be wall mounted or kept in their original presentation boxes.
- c) Pupil torches
- d) Immobilisation devices, which will include a spineboard, a scoop stretcher, head blocks, spider harness and Hatsoff.

- e) Traction splints and immobilising splints.
- f) Oxygen supply with reserve piped from a central delivery point.
- g) Bag valve mask and mechanical ventilation.
- h) Suction apparatus.
- i) Laryngoscopes with a full range of adult and paediatric blades, full range of endotracheal tubes, airways, introducers and tracheotomy tape.
- j) Surgical cricothyrotomy set.
- k) Full surgical suture packs containing instruments and dental syringe (minimum of 2) local anaesthetic cartridges and needles full range of suture material and staple gun with spare set of staples.
- l) Full range of peripheral venous cannulas sizes 14 to 24; full range of administration sets from 10 drop to hycap, 60 drop, 20 litres of ringers lactate 10 units of colloid saline with appropriate fixation devices e.g. opsite.
- m) Central line kits
- n) Monitor-defibrillator and pulse oximeter
- o) Blood and fluid warmer
- p) Patient warming equipment e.g. Bair hugger
- q) Intercostal drainage sets
- r) Full range of cervical collars
- s) Full range of disposables – syringes, needles, dressings, oxygen masks, rescue scissors, etc.
- t) Full range of resuscitation, sedation and analgesic drugs.
- u) Surgical waste container

APPENDIX L

	CIRCUIT ROAD RACING			DRAG RACING			OVAL RACING			KARTING		
	N	R	C	N	R	C	N	R	C	N	R	C
	CMO (Chief Medical Officer)/ CMC (Chief Medical Co-ordinator)	1	1	1	1	1	1	1	1	1	1	1
Medical Centre - Permanent	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open	Open
Medical Centre Staff	1	1	1	0	0	0	1	1	1	1	1	1
1 x Nursing Sister	1	1	1									
1 x Paramedic	1	1	1									
1 x Doctor	1	1	1									
Medical Resuscitation Vehicle	1	1	1									
Crew - 1 x ALS	1	1	1									0
1 x ILS	1	1	1									0
Medical Car	1	1	1									0
Crew - 1 x ALS Paramedic	1	1	1	1	1	1	1	1	1	1	1	1
Medical Cars/Ambulances	1	1	1									
Crew - 1 x ALS	1	1	1									
1 x BLS/ILS	1	1	1									
Circuit Ambulance	1	1	1	1	1	1	1	1	1	1	1	1
Crew - 1 x ALS	1	1	1									
1 x BLS	1	1	1									
Transport Ambulances	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available	Available
Crew - 1 x ALS												
1 x BLS or ILS												
Ground Posts(ILS)	0	0	0	0	0	0	0	0	0	0	0	0
Temporary Medical Centre/MRV	No	No	No	No	No	No	No	No	No	No	No	No
Helicopter on site	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Helicopter on standby	No	No	No	No	No	No	No	No	No	No	No	No
Fixed Wing Aircraft(If no helicopter available - on standby)	1	1	1	1	1	1	1	1	1	1	1	1
Spectator Ambulance - Depends on size of crowd												
Spectator Medical Post (Appendix 4)												
First Aid Personnel - Depends on size of crowd												
Doping Control Officer												
Alcohol Control Officer												
Environmental Officer												
Sound Control Officer												

KEY:

- 1) N - NATIONAL EVENT
- 2) R - REGIONAL EVENT
- 3) C - CLUB EVENT
- 4) CMO, CMC - One required not both
- 5) Medical Centre - Must be open for all events
- 6) Medical Cars/Ambulance- Response c/vehicle with transport capabilities
- 7) Transport ambulances - either available on circuit or available from off circuit within 20 minutes
- 8) Ground Posts - Number to be determined by CMO/CMC

NOTE:

Medical requirements for International Events to be discussed with Medical Panel President

	MOTOCROSS			OFF ROAD MOTORCYCLES			OBSERVED TRIALS			OFF ROAD MOTOCARS			RALLY		
	N	R	C	N	R	C	N	R	C	N	R	C	N	R	C
CMO (Chief Medical Officer)/ CMC (Chief Medical Co-ordinator)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Medical Centre- Permanent	Open	Open	Open												
Medical Resuscitation Vehicle				1	1										
Medical Car		2 Quads													
Medical Cars/Ambulances					1 per 50km							1 per 50km			per 20km
Circuit Ambulance 1 per 2.5km	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1
Transport Ambulances		Available		No	No	No									
Ground Posts		Required		Yes	Yes	Yes									
Temporary Medical Centre/MRV				Yes	Yes	Yes	No	No	No						
Helicopter on site	No	No	No	Yes	Yes	Yes	No	No	No			If available			
Helicopter on standby	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fixed Wing Aircraft (if no helicopter available - on standby)	No	No	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	No	No	No
Spectator Medical Post (Appendix 4)	1	1	1												
Spectator Ambulance - Depends on size of crowd															
First Aid Personnel - Depends on size of crowd	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Doping Control Officer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Alcohol Control Officer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Environmental Officer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Sound Control Officer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

For Autocross, Gymkhanas and any other category not listed in this book contact MSA Secretariat.

APPENDIX L

**MOTORSPORT SOUTH AFRICA
FITNESS TO COMPETE**

I have examined Mr/Mrs/Ms/Miss: _____ Lic. No, _____ who
was involved in a fall/accident at _____ (Venue) during (event) _____ on (date) _____

Mr/Mrs/Ms/Miss: has sustained the following injuries:-

- 1) It is my opinion that the injuries are minor and that Mr/Mrs/Ms/Miss is fit to compete today.
- 2) The injuries suffered by Mr/Mrs/Ms/Miss are serious, that he/she requires further investigation, treatment and possible admission to hospital and consequently Mr/Mrs/Ms/Miss is unfit to compete in this event.
- 3) Furthermore Mr/Mrs/Ms/Ms is required to submit a medical report from the treating Medical Practitioner or specialist stating that they have recovered completely prior to entering a subsequent event.

In the event of any doubt of fitness, the competitor will be required to undergo a Special Medical Examination at the next event.

**MOTORSPORT SOUTH AFRICA
SPECIAL MEDICAL EXAMINATION**

I, _____ CMO/CMC (Qual.) _____ at Venue: _____ for (Event)
_____ on (Date) _____ have been requested to conduct a Special Medical Examination
on (Competitor) _____ Lic. No. _____ by Chief Steward/CofC/Chief Marshal _____

I have conducted the examination and find:-

- 1) The Competitor is fit to compete in the event.
- 2) The competitor is unfit to compete in the event for the following reasons:-

**MOTORSPORT SOUTH AFRICA
REFUSAL OF MEDICAL ATTENTION**

I, _____ Lic. No. _____ do hereby acknowledge that I have refused medical
treatment during the (event) _____ on (date) _____

I further acknowledge that my refusal of medical treatment absolves the organisers, the EMS Providers and MSA from any medical claims that I may introduce, resulting from this accident.

Signature of Competitor: _____

APPENDIX 4**ESTIMATION OF MEDICAL SERVICES REQUIRED FOR SPECTATORS
CALCULATION**

Use the score sheet to assess the overall needs of the event.

Now utilise the underlying table to determine the personnel requirements.

SCORE	AMBULANCES	FIRST AIDERS	EMS PERSONNEL	PARAMEDIC DOCTOR	NURSING STAFF	OTHER
<20.	0	4	0	0	0	0
21-25	1	6	2	0	0	0
26-30	1	8	2	0	0	0
31-35	2	12	8	1	2	0
36-40	3	20	10	2	4	0
41-50	4	40	12	3	6	0
51-60	4	60	12	4	8	0
61-65	5	80	14	5	10	0
66-70	6	100	16	6	12	0
71-75	10	150	24	9	18	0
>75	15+	200+	35+	12+	24+	0

ESTIMATION OF MEDICAL SERVICES REQUIRED FOR SPECTATORS

ITEM	DETAILS	SCORE
1. Nature Of Event	Motorsport event	4
2. Venue	Indoor	1
	Stadium	2
	Outdoor in confined location	2
	Widespread public location in streets	4
	Temporary outdoor structure	4
	Including overnight camping	5
3. Standing Or Seated	Seated	1
	Standing	3
	Mixed	2
4. Audience Profile	Full mix, not in family groups	3
	Predominantly young adults	3
	Full mix, rival factions	5
5. Past History Of Event And Venue	Good data, low casualty rate (less than 1%)	-1
	Good data, medium casualty rate (1-2%)	1
	Good data, high casualty rate (>2%)	2
	No data	3
	First event	3
6. Expected Spectator Numbers	Less than 1 000	1
	Less than 3 000	2
	Less than 5 000	8
	Less than 10 000	12
	Less than 20 000	16
	Less than 30 000	20

APPENDIX L

	Less than 40 000	24
	Less than 60 000	28
	Less than 80 000	34
	Less than 100 000	42
	Less than 200 000	50
	Less than 300 000	58
7. Expected Queuing Time	Less than 4 hours	1
	More than 4 hours	2
	Less than 12 hours	3
8. Time Of Year	Summer	2
	Autumn	1
	Winter	2
	Spring	1
9. Profile Of Definitive	Choice A and E departments	1
Hospital Large	A and E department (Level 1)	2
	Small A and E department (Level 2 or 3)	3
10. Nearest Appropriate	Less than 30 minutes by road	0
	Hospital More than 30 minutes by road	2
11.	Additional Hazards Carnival	1
	Helicopters	1
	Motorsport	1
	Parachute display	1
	Street theatre	1
12.	Additional On Site Suturing	-2
	Facilities X-ray	-2
	Minor surgery	-2
	Plaster immobilisation	-2
	Psychiatric. / G.P. Facilities	-2

APPENDIX 5

MEDICAL HOMOLOGATION FORM

Available from the MSA Secretariat

APPENDIX "R"

FEES

ART

1. CALENDAR DATE INSCRIPTION FEES

All Categories	Fee (incl. VAT)
Closed Club	N/C
Club & Regional	R 95.00
Regional Championship	R 200.00
National	R 510.00
National Championship	R 630.00
International	On Application

2. ORGANISING PERMIT FEES/PENALTIES

i) Organising Permit Fees:

- a) Organising permit fees, as set forth hereafter, are subject to change by MSA without prior notice. **They do not include inscription or other fees payable in connection with the relevant competition(s) to MSA, the FIA, CIK or the FIM, as the case may be.**
- b) A rally, which includes a speed event, will not be assessed for an additional speed event if the speed event is open only to rally competitors. However, if it is open to persons who are not competitors in the rally, then an additional fee, appropriate to the status of the speed event will be payable.
- c) Failure to pay an organising permit fee on demand and/or when submitting draft regulations, shall be deemed to be a breach of the GCR's and may result in the withdrawal of the organising permit in addition to any other penalty/penalties which may be opposed by MSA (See Art. 2ii(a) to (g) below) without the necessity of holding a Court of Enquiry. This does not apply to Regional events where permit fees are based on a set fee per entry/competitor.

ii) Penalties:

a) Late Submission of Regulations/Cancellation of Event

In the case of any competition for which the application was received after the closing date for applications, the organising permit fee will be doubled. A promoter, failing to make use of a date granted upon the MSA calendar, shall nevertheless be liable for the organising permit and calendar inscription fee which would have been payable had the competition taken place. In the event of permit fees being charged on a "per competitor" basis, MSA shall impose a fine on the promoter of R250.00. In addition, he shall forfeit any priority claim the event may have hitherto enjoyed for inscription on the relevant MSA sporting calendar, unless MSA is satisfied that the failure to use the date was due to "force majeure".

b) Date Change

A promoter, changing a date already granted upon the MSA sporting calendar shall, in addition to the prescribed organising fee(s), pay a penalty fee equivalent to **100 % of the prescribed fee(s)**.

c) Late Submission of Results

A promoter failing to advise MSA of the provisional results relating to a regional or national championship event by close of business on the first working day following the competition as required by GCR 141 (x) shall pay a **penalty ranging from R200 to R500**.

d) Late Submission of Clerk of Course and other Reports

For late submission of the Clerk of the Course, Accident Reports Forms and other Reports, a **penalty ranging from R200 to R500 may be imposed on the promoters**, unless the organisers can satisfy MSA that the delay was caused by "force majeure".

Alternatively, failure by a Clerk of Course to submit reports timeously may result in his/her licence being downgraded.

APPENDIX R

- e) **Failing to supply competition licence numbers on results**
A promoter failing to insert competition licence numbers next to the names of all competitors on results shall pay a **penalty ranging from R200 to R500.**
- f) **Failing to display FIA, CIK, FIM or MSA logos**
For failing to insert the above logos as set out in GCR 85, a **penalty of up to R1,000** shall be imposed on the promoters.
- g) **Allowing an entrant / competitor to compete without a licence or incorrect licence.**
Promoters allowing an entrant or competitor to compete without a licence or with the incorrect licence, shall pay a **penalty of R1,000 per competitor / entrant.**
- h) MSA, at its sole discretion, may impose a **penalty of up to R5,000** on any organiser **allowing a competitor to start an event who does not comply with the provisions of GCR 246 relating to the display of advertising material** required to be displayed by a sponsor who has entered into a contract with MSA for the sponsorship of a meeting or a series of events.
- i) **Failure to contact the appointed steward(s) for an event:** Event organisers failing to furnish all relevant documentation pertaining to an event or failing to make the necessary arrangements with the appointed steward(s) resulting in the steward(s) failing to attend the event in question, **shall pay a penalty ranging between R200 and R500.**
- j) **Environmental Issues**
 - aa) Event Organisers listing an Environmental Officer in the Supplementary Regulations but not ensuring that such licensed Environmental Officer is at the event **shall pay a penalty ranging between R300 and R600;**
 - bb) Event Organisers failing to submit the Environmental Report to MSA within 14 days from date of the event, **shall pay a penalty ranging between R300 and R600;**
 - cc) Event Organisers who fail to comply with and adhere to the MSA Environmental Code **shall pay a penalty ranging between R500 and R750.**

3. RATES OF ORGANISING FEES

NEW CATEGORIES

MSA reserves the right to levy a fee of R30,000.00 for any new category of circuit racing proposed to be introduced on a national level. R15,000.00 of this deposit will be refunded after successful completion of the category's first year of competition, with MSA retaining the remaining R15,000.00.

CIRCUIT RACING	Fee Payable (incl. VAT)
SUPER SERIES (per category)	R 7,500.00
National Championship (not part of Super Series) / National - All categories (per competitor)	R 40.00
Regional Championship/Regional All categories (per competitor)	R 25.00
Club, Closed Club - All Categories (per competitor)	R 14.00

RALLIES / OFF ROAD CARS / OFF ROAD M/CYCLES, QUADS	Fee Payable (incl. VAT)
National Championship	R 7,750.00
National	R 4,950.00
Regional Championship, Regional (per entry - not competitor)	R 31.00
Club, Closed Club (per entry - not competitor)	R 13.00

MOTOCROSS (JUNIOR & SENIOR)/ SUPERMOTO	Fee Payable (incl. VAT)
National Championship	R 2,875.00
National	R 1,740.00
Regional Championship/Regional (per competitor)	R 14.00
Club, Closed Club (per competitor)	R 11.00

ENDURO, DRAG RACING	Fee Payable (incl. VAT)
National Championship	R 2,520.00
National	R 1,375.00
Regional Championship, Regional, Club, Closed Club (per competitor)	R 13.00
Street Drag Racing (no championship or challenge series) (per competitor)	R 13.00

KARTING	Fee Payable (incl. VAT)
National Championship	R 3,780.00
National	R 1,260.00
Regional Championship, Regional, Club, Closed Club (per competitor)	R 13.00

4X4 CHALLENGES / SPEEDWAY / OBSERVED TRIALS/ALL OTHER CATEGORIES NOT LISTED	Fee Payable (incl. VAT)
National Championship	R 630.00
National	R 600.00
Regional Championship, Regional, Club, Closed Club (per competitor)	R 12.00

OVAL RACING – TAR & DIRT	Fee Payable (incl. VAT)
National Championship	R 1,900.00
Regional Championship	R 750.00
Regional, Club, Closed Club (per competitor)	R 10.00

WAIVER PERMITS

Waiver permits (at no charge) will only be issued **on application for closed club SOCIAL FUN events, and at the sole discretion of MSA Management. However, insurance levies will be payable.**

INTERNATIONAL EVENTS

Permit fees applicable to international events depend upon the nature of the event, the prevailing rate of exchange at time of inscription and the date of the inscription. **These permit fees will be advised by MSA on application.**

APPENDIX R

Clubs will be invoiced at the beginning of the year (upon receipt of FIA, CIK and FIM invoices) for events inscribed before 31st October 2006 and any monies paid within thirty days from date of invoice, will bear 16.55% interest.

Non-international supporting races will be charged per category in accordance with Art. 3, over and above the International inscription fee.

NOTES:

- i) **INTERNATIONAL EVENT**
Refer to GCR 57.
- ii) **NATIONAL CHAMPIONSHIP EVENT**
Refer to GCR 58.
- iii) **NATIONAL EVENT**
Refer to GCR 59(i).
- iv) **NATIONAL CHAMPIONSHIP SERIES**
Refer to GCR 43 and 59(ii).
- v) **REGIONAL CHAMPIONSHIP SERIES**
Refer to GCR 60(i).
- vi) **REGIONAL EVENT**
Refer to GCR 60(ii).
- vii) **CLUB EVENT**
Refer to GCR 60(iv).
- viii) **CLOSED CLUB EVENT**
Refer to GCR 61.
- ix) **SPONSORED SERIES**

A series is deemed to be sponsored when, in the opinion of MSA, a substantial contribution or donation in money or in kind has been made by a commercial organisation towards the running or organisation of the events constituting the series, or for prize monies or awards for such events, or in any other manner for the benefit of the promoters, organisers or participants, in consideration of the title of the commercial organisation or of any association organisation(s) or of any product name(s) of its/their choice being associated with the promotion of the series, or with the results of the events constituting the series. In the case of a sponsored series, a fee in respect of the rights for the series, which fee will be determined by MSA, shall be payable to MSA (refer to GCR 83 and Art. 13 of Appendix R). MSA shall have the right to administer all the sponsorship monies.

4. **COMPETITION LICENCES**

Competition licences are valid only for the calendar year of issue with the exception of one event licences which are valid for the duration of the event for which they are issued - see Art. 5 hereafter.

5. **LICENCE FEES**

The cost of all licences includes the cost of an MSA Handbook and relevant technical / sporting regulations applicable to the licence obtained.

LICENCE STATUS	Car Circuit Racing	Motorcycle Circuit Racing	Rallies Off Road Cars	Oval Racing	All other Categories	Postage Within S.A.	Postage Outside S.A.
INTERNATIONAL (Single Int. event licence fee on application i.e. event also being N/C)	R2,400.00	R2,400.00	R2,400.00	On Application	R1,210.00	R10.00	R20.00
NATIONAL CHAMPIONSHIP - CIRCUIT RACING (Premier Series Categories only)	R1,650.00	R750.00	N/A	N/A	N/A	R10.00	R20.00
NATIONAL CHAMPIONSHIP – CIRCUIT RACING (All Other Categories)	R1,200.00	R750.00	N/A	N/A	N/A	R10.00	R20.00
NATIONAL CHAMPIONSHIP – NON CIRCUIT	N/A	N/A	R1,450.00	R280.00	R685.00	R10.00	R20.00
NATIONAL CHALLENGE, SERIES, TROPHY, ETC	R1,050.00	N/A	R780.00	N/A	N/A	R10.00	R20.00
REGIONAL CHAMPIONSHIP	R280.00	R280.00	R280.00	R280.00	R280.00	R10.00	R20.00
CLUB (All Categories)	R110.00	R110.00	R110.00	R280.00	R110.00	R10.00	R20.00

NOTES:i) **MEDICAL CERTIFICATES**

As from 1 January 2007, all competitors taking out a Club Licence, will no longer be required to produce a Medical Certificate. However, competitors will be required to complete and sign the Medical Form personally, confirming that they do not suffer from epilepsy, chronic diabetes, heart problems, etc. and are fit to participate in motorsport.

ii) **ONE EVENT LICENCES****Club Events:**

There will be **NO One Event Licences for any event of Club status** as from 1 January 2007- irrespective of the category of motorsport. (Refer to Note (i) above regarding Medical Certificates no longer having to be completed by a medical practitioner for club licences).

Regional Events:

One Event licences will be issued for events of Regional status, at a fee of R200.00 (incl. VAT) per licence.

National Events:

One Event licences may be issued for events of National Status (dependent on category) at a fee of R300.00 (incl. VAT).

International Events:

One Event licences may be issued for events of International Status (dependent on category) at a fee of R400.00 (incl. VAT). These licences will, however, only be issued at the discretion of the MD of MSA.

No more than three One Event Licences may be obtained during any calendar year, and the cost of any such licence/s may not be offset against the cost of an annual licence.

iii) **LICENCE VALIDITY**

A higher-grade licence is always valid for lower permit status events of the same type

iv) **DUPLICATE LICENCES**

Where a licence is lost or stolen, a duplicate licence will be issued at a cost of R30.00 irrespective of date of issue (excluding International FIM/FIA licences).

APPENDIX R

v) CLUB/ASSOCIATION MEMBERSHIP

With the exception of One Event Licences, a licence will only be issued on production of a current membership card or receipt confirming payment of club/association membership fees for the current year issued by a bona fide club or association registered with MSA.

vi) LICENCE UPGRADE FEE

In the event of upgrading an annual licence, holders will be credited with the amount paid for the annual licence that is being upgraded.

vii) MSA REGULATIONS

Copies of the applicable MSA Handbooks are issued on a complimentary basis when a licence (excluding Club Licences) is first taken out and every time it is renewed. Where a club licence is taken out, the competitor shall be entitled to receive a complimentary CD-ROM containing the various MSA handbooks, and calendar, in electronic format (but not the printed version).

Where MSA Handbooks are supplied separately, the following fees will be payable for each copy supplied:

MSA Handbook (incorporating GCRs, Appendices, etc)	R60.00 (inclusive of VAT)
MSA Circuit Racing Handbook	R50.00 (inclusive of VAT)
MSA Non-Circuit Handbook	R50.00 (inclusive of VAT)
MSA Oval Handbook	R50.00 (inclusive of VAT)
MSA Drag Racing Handbook	R30.00 (inclusive of VAT)
MSA Calendar	R50.00 (inclusive of VAT)
CD-Rom (including all Handbooks and Calendar)	R30.00 (inclusive of VAT)

viii) POSTAGE

A R10.00 postage/handling fee will be charged in respect of postage of any of the above-mentioned publications within the RSA. The fee for postage/handling to countries outside the RSA will be R20.00.

ix) ADMIN/SERVICE CHARGES

An additional fee of R100.00 will be charged in respect of any dishonoured cheques and any costs that MSA might incur in respect of non-payment for whatever reason.

x) BANK CHARGES

A fee of R50.00 per transaction is charged for payments made to MSA from clubs, associations and competitors outside of South Africa i.e. Botswana, Lesotho & Swaziland.

COMMERCIAL ENTRANTS LICENCE FEES	TOTAL (incl. VAT)
Motor Vehicle Manufacturer, Marketing group or dealer team	R13,700.00
Linked subsidiary sponsor / entrant	R 6,200.00
Motor Cycle Importer - per national licence	R 4,500.00
Linked subsidiary sponsor / entrant	R 4,250.00
Licence for company, team, and distributor dealer one name only	R 1,450.00
Additional names - per name	R 850.00
Registered Motorsport Club or non-commercial team	R 350.00
Single category only (e.g. MX off road etc)	R 420.00

6. PUBLIC LIABILITY INSURANCE LEVY ON ENTRIES

Clubs, organisers and promoters are responsible for ensuring that a Public Liability Insurance levy is paid to MSA in respect of **every competitor entering** in events of international, national, regional or club status – **irrespective of the category of motorsport**. Clubs, organisers and promoters are responsible for collecting an amount of:

- a) R17.00 (**inclusive of VAT**) in respect of every competitor participating in events of International or National Championships status,

- b) R15.00 (**inclusive of VAT**) in respect of every competitor participating in events of National status, and
 c) R9.50 (**inclusive of VAT**) in respect of every competitor participating in events of regional or club status or where a waiver for a permit has been granted.

Where the clubs, organisers or promoters fail to collect the relevant insurance levy, the club, organiser or promoter concerned will be responsible for payment. The payment must be made to MSA **within 14 days of date of issue of the relevant invoice by MSA, and must be accompanied by a copy of the detailed entry list and results for the event concerned – reflecting the licence numbers of all competitors. Clubs, Organisers or Promoters are reminded that they will be held responsible for payment of the R5000.00 excess in the event of a claim.** Documentation regarding the insurance policy is published on the MSA Website.

7. ANNUAL TRACK LICENCES

(In instances where International, National Championship and Regional events are hosted at a particular venue, the highest fee will be applicable)

Track licences are issued at the abovementioned rates upon such terms and conditions as MSA may from time to time determine. International fees applicable will depend on the prevailing rate of exchange at the time of international inspections.

CIRCUITS HOSTING:	Fee (incl. VAT)
SUPER SERIES (premium categories) Events – Irrespective of number of events	R11,285.00
National Championship events not forming part of the Super Series/ Regional Championship events	
3 or more events per annum	R6850.00
Less than 3 events per annum	R4500.00
KARTING CIRCUITS HOSTING:	Fee (incl. VAT)
National Championship events	R3,300.00
Regional Championship events	R1,200.00
Regional/Club events	R 825.00
MOTOCROSS/ OVAL TRACKS AND DRAG STRIPS HOSTING:	Fee (incl. VAT)
National Championship events	R1,350.00
Regional Championship events	R 900.00
Regional/Club events	R 650.00

8. TRACK INSPECTION FEES

All tracks shall be inspected at least once on an annual basis irrespective of whether material alterations to the track and its immediate surroundings have taken place. Further inspections may be carried out at the discretion of MSA or on request from the track owner. The following inspection fees, which exclude any airfares, shall apply (per inspection). Airfares shall be charged separately where applicable.

CIRCUITS HOSTING:	Fee (incl. VAT)
International Events	As per FIA/FIM
National Championship events	R 6,770.00
Regional Championship events	R 4,880.00
KARTING CIRCUITS HOSTING:	Fee (incl. VAT)
International Events	As per CIK
National Championship events	R 2,110.00
Regional Championship events	R 1,125.00
Regional, Club events	R 600.00

APPENDIX R

MOTOCROSS TRACKS, OVAL TRACKS AND DRAG STRIPS HOSTING:	Fee (incl. VAT)
International Events	As per FIM/FIA
National Championship events	R 1350.00
Regional Championship events	R 715.00
Regional, Club events	R 635.00

9. RECORD CERTIFICATE FEE (fees inclusive of VAT)

Each original certificate	R 1,150.00
Each Copy	R 300.00

10. REGISTRATION OF MANUFACTURERS/DISTRIBUTORS AND HOMOLOGATION FEES (fees inclusive of VAT)

It is compulsory for all motor vehicle manufacturers and distributors involved in any form of motorsport to pay an annual registration fee to MSA per individual make of vehicle as set out in (i) below. **This registration fee is payable on or before 31st January 2007.**

i) Manufacturers Registration fee	R11,000.00
ii) Homologation of cars for participation in motorsport (per model)	R10,200.00
iii) Homologation of a component or equipment (per item) (plus costs of SABS testing where applicable).....	R 2,000.00
iv) Homologation of Production Motorcycles:	
a) New models homologated by importers	R17 500.00
b) Privateer homologations for motorcycles older than 5 years	R 500.00
v) Certified copies of homologation forms	
a) Cars:	
Competitors	R 300.00
b) Motorcycles	R 125.00
vi) FIA homologation papers (subject to exchange rate and courier costs – printed amount to be considered as estimate only).	R 575.00

11. OFFICIALS EXPENSES

- i) **MSA stewards (only payable when in attendance both at start and end of event).** Promoters are responsible for paying the transport expenses of the MSA stewards to and from a competition and throughout the competition if the nature of the competition is such as to require the constant presence of the steward, together with any relevant accommodation expenses. In addition, the MSA stewards will claim from the promoters an out of pocket expense fee calculated as follows:
 - a) National championship events, events on international sporting calendar - R250.00 per day.
 - b) All other events on MSA calendar - R150.00 per day.
- ii) **MSA Scrutineers**
 - a) Where costs are incurred or awarded, the rate in all classes shall be a minimum of R100.00 per hour (see GCR166)
 - b) Travelling expenses negotiable at AA recognised rates.
- iii) **Official Record Attempts**
The control fee will be determined by MSA (refer to App. D).

12. FINES (VAT not applicable)

For a breach of any GCR/SSR or appendix thereto, or for a breach of SR's or official instructions, the following are the **MAXIMUM** fines, which may be imposed by:

The Clerk of the course other than for events inscribed by the FIA/FMK/FIM	R 5 000.00
Stewards of the meeting	R 5 000.00

MSA Motorsport Court	R25 000.00
MSA National Court of Appeal	R50 000.00
Fine in terms of GCR 176.....	R10 000.00

13. PROTEST FEES (VAT not applicable)

The following fees will apply in all instances

a) International events /National championship events	R 1 000.00
b) All other events	R 500.00

14. APPEAL FEES (VAT not applicable)

The following fees will apply in all instances:

i) An appeal to a tribunal at an event (where applicable) - refer GCR 212	R 1 000.00
ii) An appeal to an MSA Appeal Court against the decision of a tribunal	R 2 000.00
iii) An appeal directly to an MSA Appeal Court	R 2 000.00
iv) An appeal to the MSA National Court of Appeal	R 3 000.00

NOTES:

- i) **Costs - in deciding upon the question of costs, the court shall take into account the time involved with scrutineering, assessed at R100 per hour per Scrutineer, possible involvement of MSA Consultants assessed at the same rate as that of Scrutineers, and costs incurred by fellow competitors who may be subject to the appeal. They will, in addition, take into account all travel and accommodation costs incurred and shall assess their own time related to the hearing at R125 per hour. In the case of tribunals, however, the rate payable to members of the tribunal shall be assessed at R110 per hour.**
- ii) Fees paid in respect of appeals to lower courts are not refunded where the appellant succeeds in an appeal to a higher court. In addition, costs may be given against an appellant notwithstanding that the appellant has succeeded with the appeal.
- iii) Notwithstanding that an appeal has succeeded, administrative costs shall be payable by the appellant. Such administrative costs will range between a minimum of R250 and a maximum of 25% of the appeal fee. Where an appeal fails, the appeal fee will be forfeited and 25 % of the appeal fee so forfeited will be allocated to administrative costs.
- vi) Where an appellant withdraws an appeal prior to it being heard, MSA shall refund the appeal fee paid, less R250 for administrative/bank charges.

15. COMMERCIAL RIGHTS (FEES PRINTED BELOW EXCLUDE VAT)

- i) MSA is the sole commercial rights holder of all South African National Championship, National Challenge, Trophy, Cup or motorsport series, Regional Championship, including all individual rounds (events) of these series, as well as ad hoc independent National and other status motorsport events.
- ii) A fee determined by MSA in respect of such rights shall be payable to MSA by the Organiser of any event with a naming sponsor.
- iii) The rights fees in respect of 2007 National Championship events are available from MSA.

16. FEES FOR RECORD ATTEMPTS AND ANY MATTERS NOT OTHERWISE PROVIDED FOR IN APPENDIX "R"

The fees payable in respect of the above are at the discretion of the MSA and will be advised by the Managing Director, MSA, on application.

17. CLUB REGISTRATION FEES

- i) A club seeking registration with MSA shall submit for approval to the Regional Motorsport

APPENDIX R

Committee concerned:

- a completed Application for Affiliation Form;
- a copy of a proposed constitution, which **must clearly indicate that the club refrains from manifesting racial, political, gender and religious discrimination in the course of its activities and requires the same of its members;**
- a list of office bearers and addresses,
- a full list of paid-up members, and
- details of the category or categories of motorsport catered for.

Following approval of the application by the regional committee and the relevant MSA Sporting Commission, the application will be submitted to the MEC for ratification.

The Regional Motorsport Committee in making its recommendations to MSA, shall take into account whether motorsport in the region will benefit from the registration of the club concerned and whether the category or categories of sport to be organised or involved are adequately catered for.

MSA will not agree to the registration of a club, the initials of which are the same as those of a club already registered.

In the event of MSA agreeing to the registration of a club, an initial registration fee of R950.00 shall be payable, as well as the first year's affiliation fee of **R700.00 (incl. of VAT)**.

- ii) An annual affiliation fee of R6.50 (**incl. of VAT**) per member (**incl. country, associate, student and Honorary members**) with a minimum payment of R700.00 (**incl. of VAT**), is payable on **31st January each year, based on membership as at 31 December of the previous year**. MSA may require clubs already registered to furnish proof that membership has not fallen below 40 paid up members. In the event of membership falling below 40 paid up members, registration may be cancelled.
- iii) **Clubs failing to renew their affiliation on or before 31 March will forfeit the right to organise events.**
- iv) Clubs failing to pay the annual affiliation fees will only be reinstated as registered clubs at the sole discretion of MSA, and **on payment of all current and arrears affiliation fees plus a re-registration fee of R575.00 (incl. of VAT)**.
- v) Clubs electing to suspend their activities must advise MSA accordingly. A club on resuming motorsport activities, will be re-instated at the sole discretion of MSA, and shall be required to pay a **re-registration fee of R200.00 (incl. of VAT)** together with the applicable annual registration fee.
- vi) Where clubs are members of or are registered with an association recognised by MSA, the association concerned will be responsible for payment of an annual affiliation fee of MSA based on the total membership of the combined clubs under the control of the club concerned.
- vii) Drag clubs will lodge deposit of R2000.00 when making application for affiliation.

18. RECOGNITION OF ASSOCIATIONS

- i) Associations representing a category of motorsport may apply to the MD of MSA for recognition. The MD in turn will submit the application to the MEC for ratification.
- ii) MSA must be satisfied that any Association applying for recognition represents and safeguards the interests of the competitors in that particular category of motorsport.
- iii) Only one Association will be recognised for any particular category or branch of motorsport.
- iv) Applications must be made on the prescribed Application for Affiliation Form and be accompanied by -
 - details of the aims and objects of the association;
 - an undertaking that the association refrains from manifesting racial, political, gender and religious discrimination in the course of its activities and requires the same of its members; and
 - a list of members stating their involvement in motorsport.
- v) Recognition will be based on a minimum number of members, which shall be decided by MSA in relation to the number of competition licence holders in the particular category of motorsport concerned.
- vi) In the event of MSA agreeing to the registration of an association, an initial registration fee of

R950.00 (incl. VAT) shall be payable, as well as the first year's affiliation fee of R700.00 (incl. of VAT).

- vii) The annual affiliation fee of R700.00 (incl. of VAT), shall be payable on 31st January each year.
- viii) MSA may cancel the affiliation of an association if it fails to renew its affiliation on or before 31st March.
- viv) MSA will have the right to terminate recognition of an Association should it be decided that it is not serving the interests of the members of that Association.

Note: An Association shall not conduct its affairs in a manner that can conflict with the objectives and spheres of activity of any normal motoring and/or sporting club.

19. RECOGNITION OF COMPANIES, BODIES CORPORATE, STATUTORY BODIES, PARTNERSHIPS OR ASSOCIATIONS OF PERSONS.

- i) Companies, Bodies Corporate, Statutory Bodies, Partnerships or Associations of Persons, as the case may be, properly constituted, whose declared aims and objects are the promotion and/or organisation of all or any of the accepted of competitive motoring or motorcycling, may apply to MSA for registration.
- ii) Applications shall be accompanied by –
 - a copy of the Applicant's Constitution or Articles of Association;
 - a list of office bearers and addresses;
 - a full list of paid up members where applicable;
 - details of the category(ies) of motorsport to be catered for, and
 - an undertaking signed by members that it the body corporate **refrains from manifesting racial, political, gender and religious discrimination in the course of its activities and requires the same of its member(s).**
- iii) An initial registration fee of **R950.00 (incl. VAT)** shall be payable, as well as the first year's affiliation fee of R1,500.00 (incl. VAT).
- iv) The annual affiliation fee of **R1,750,00 (incl. VAT)** shall be payable on 31st January each year.
- v) MSA may cancel the affiliation of such bodies if they fail to renew their affiliation on or before 31st March each year.
- vi) MSA will have the right to terminate recognition of such bodies should it be decided that it/they is/are not serving the interests of its/their members or motorsport in general.

MSA ENVIRONMENTAL CODE

THE ENVIRONMENTAL PROTECTION AND SAFETY CODE

In accordance with the Environmental Legislation of the Republic of South Africa, an Environmental Impact Analysis must be performed prior to the commencement of construction of any new motorsport venue and prior to alterations being conducted at any existing motorsport venue.

1. INTRODUCTION

- 1.1 All human activities, whether work, domestic or recreational in origin, will have some impact on the environment. The challenge of participating in Motorsport may be enjoyed at both indoor and outdoor Venues and is an activity whose enjoyment is based on the generation of mechanical energy to achieve its objectives. The generation of this mechanical energy requires the use of a wide variety of chemical products, which, both in their manufactured state and in their utilisation in the engine and other components of the vehicle, are known toxic contaminants of the atmosphere, ground soil and water sources, flora and fauna.
- 1.2 The active participation of multiple motor vehicles and motorcycles in an event generates high levels of sound at all Motorsport venues. To this level of sound must be added the extra sound generated by venue music, public address systems, traffic and people. Whilst this activity and accompanying noise may be exhilarating to Motorsport enthusiasts, it may be interpreted as irritating noise when it disturbs the expected well being and life patterns of people, domestic and farm animals, resident in the vicinity of both permanent Motorsport circuits and temporary venues.
- 1.3 The increasing popularity of Off Road Vehicles and Motorsport events and recreational exploring in four wheel drive vehicles is a significant threat to both established and already threatened ecosystems, particularly in beach and desert areas.
- 1.4 Motorsport is one of the three categories in which motor vehicles and motorcycles are utilised, the other two being transport and recreation. Not one of these three categories is exempt from either environmental awareness or pollution. Motorsport SA wishes to be at the forefront of environmental awareness and protection and to heighten the awareness of environmental damage by intense promotion of its own environmental protection and safety code to all Motorsport competitors and their crews, officials and organisers.
- 1.5 Through its international affiliation with the environmental commission of the FIM, MSA is acutely aware of international environmental planning and legislation and the potential threats to Motorsport developing out of this legislation. Elements of this legislation, which are relevant to South African Motorsport, have been incorporated in the MSA code.
- 1.6 MSA has been requested by the Ministry of Environmental Affairs to provide regular reports to the department as well as to the Ministry of Sport, and, as such, every possible effort will be made to ensure that all event organisers as well as competitors and officials comply with government requirements in so far as the protection of our environment is concerned.
- 1.7 MSA wishes competitors in all categories of Motorsport enjoyment and satisfaction in participating in their chosen sport while caring for the environment at the same time. MSA desires that Motorsport should be an outstanding example to all South African motorists of the care of the environment.

2. THE ENVIRONMENTAL PROTECTION AND SAFETY CODE

- 2.1 The scope and protocols of environmental protection and enhancement are documented in the MSA environmental protection and safety code.
- 2.2 The evaluation and implementation of and adherence to the protocols contained in the code is the responsibility of the environmental official appointed for the event.

3. THE ENVIRONMENTAL OFFICIAL

- 3.1 It is compulsory to appoint an environmental official for all events. The name of the environmental official must be entered in the appropriate space on the medical compliance form submitted before every event. Failure to do this will result in a fine.

- 3.2 A person who has attended and satisfactorily completed the examination at a FIM environmental seminar or a MSA medical and environmental seminar and has been accredited by either institution is eligible for appointment as an environmental official.
- 3.3 As the function of this official does not relate directly to sporting or technical matters, an individual appointed as the CMC for the event, a licensed MMT, marshal, scrutineer, event secretary or steward, etc, may be appointed as the environmental official at the same event. This "Dual Role" will eliminate the need for organisers to secure yet another official and will assist in keeping cost to a minimum.
- 3.4 An environmental checklist will be distributed to organisers with the organising permit and other relevant report forms. The checklist must be completed by all Environmental Officials and returned to MSA, within the stipulated time, after each event.
- 3.5 MSA has incorporated the Environmental panel into the Medical panel because of the close association between so many environmental issues and environmental health. MSA has also introduced a combined medical and environmental seminar and examination. MSA will continue to hold both Medical and Environmental Seminars and from 2005 specifically Environmental Seminars.

4. RESPONSIBILITIES OF THE ENVIRONMENTAL OFFICIAL

- 4.1 The environmental official has the following responsibilities at each event:
 - 4.1.1 To ensure that the MSA environmental protection and safety code has been examined by the organiser and officials of the event and that the principles embodied in the code are being respected.
 - 4.1.2 To have access to all information concerning the event and to be involved in the planning of the event.
 - 4.1.3 To have the opportunity prior, during and after the event to make recommendations to the organisers, chief steward and the clerk of the course or jury president on all aspects of the event which may have potential environmental consequences.
 - 4.1.4 To carry out an inspection of the circuit or venue and all its facilities at any time before, during or after the event.
 - 4.1.5 To inform the officials running the event of serious breaches of the code.
 - 4.1.6 To identify areas of good practice.
 - 4.1.7 To complete the required compulsory checklists for the event and to submit both the completed checklist and a report to MSA within 14 days of the end of the event.
 - 4.1.8 To initiate an environmental logbook for the circuit, venue or off road event or to make entries into an existing logbook.

5. ENVIRONMENTAL PROTECTION AND SAFETY CODE PROTOCOLS

- 5.1 This code tabulates protocols, which are the responsibility of the following individuals, groups and organisations.
 - 5.1.1 Promoters, organisers and officials.
 - 5.1.2 Competitors, their service crews and families.
 - 5.1.3 Sponsors.
 - 5.1.4 The public and spectators.
- 5.2 The code will stress regulations and recommendations with regard to:
 - 5.2.1 Sound measurement and noise control.
 - 5.2.2 Fuel composition, storage and disposal, including the disposal of fuel containers.
 - 5.2.3 Protection of the earth and water sources.
 - 5.2.4 The cleaning of motor vehicles and motorcycles.
 - 5.2.5 The prevention and control of fires, particularly in wilderness areas.
 - 5.2.6 The required behavior and practices of competitors, officials and spectators.
 - 5.2.7 Safety measures for the environment and all people at the event.

6. SPECIFIC EFFECTS OF MOTORSPORT ON THE ENVIRONMENT SOUND

- 6.1 Sound is a physical phenomenon, capable of measurement, originating from a vibrating source.
- 6.2 In contrast, noise is the individual's interpretation of a sound and the impact that the particular sound makes on that individual's lifestyle.

ENVIRONMENTAL CODE

- 6.3 Sound is generated at various sources at Motorsport events, in addition to the obvious noise generated by running motorcycle and motor vehicle engines that is expected at any Motorsport event. The environmental official and organiser of the event must be aware of the magnitude and diversity of sound emanating from public address system, public music, possibly originating from different sources, public entertainment, crowd noise, traffic congestion and other sources of sound associated with the event. Reducing excessive noise associated with all Motorsport activities, which should be expanded to include recreational and transport motoring, and taking the public's reaction to noise into consideration, is the responsibility of every competitor, club, official, organiser.
- 6.4 A sound enjoyed by a single individual may be extremely irritating to a second individual. The individual appreciation of sound is dependent on the psychological interpretation of the sound by that individual. When sound is perceived as irritating, persistent or affecting normal life patterns such as conversation or sleep, etc, sound is then interpreted as noise. Motorcycles produce high sound levels and are almost always considered as noisy, a fact that environmental officials must always bear in mind.

7. SOUND PRODUCTION AND MEASUREMENT

- 7.1 Sound is produced when an object is caused to vibrate, this vibration initiates vibration in the surrounding environment. The vibrating object comes into contact with minute particles in the surrounding air which are set in motion and collide with other particles thus initiating the process of sound radiation away from the vibrating object.
- 7.2 The initiated vibrations radiate easily and rapidly in metals and water, but less easily in air. This propagation of sound is defined as the propagation speed or the speed of sound, which is measured at 765 miles/hour (1122 feet per second) or 1224 km/hour (340m/second) at sea level. This is the sound barrier.
- 7.3 The unit of measurement of sound pressure is the decibel (dB) which is measured on various scales. Motor vehicle and motorcycle sound is measured on the weighted a scale (dBA). This is a physical phenomenon characterised by successive fluctuations of pressure in relation to atmospheric pressure. These differences vary in intensity and frequency. The time between 2 fluctuations determines the frequency of sound or the pitch and is measured in hertz.
- 7.4 Sound originating from a specific source is usually composed of a multitude of sounds vibrating at different frequencies. This constitutes the spectrum of sound.
- 7.5 Sound pressure levels increase very rapidly. The human ear is not capable of interpreting the increase as rapidly, as a protective mechanism. As a consequence of this lag period of interpretation, each time the number of identical sound sources is doubled (trumpets, violins, motorcycles at a start line) The sound pressure level measurement is augmented by 3 dB (A) only and not by a doubling of the sound.

8. THE DAMAGE POTENTIAL OF SOUND

- 8.1 The human ear registers differences in frequency. These differing frequencies are processed by different anatomical structures of the auditory organs. An overload of a certain frequency will, ultimately, either partially or totally, damage that part of the auditory apparatus responsible for the processing of that frequency. This will result in initial hearing impairment and eventual hearing loss, should the exposure to the sound continue. This situation will be aggravated by exposure to noise in other pursuits and in everyday life or employment.
- 8.2 It is vital to remember that this hearing impairment and loss is irreversible. Each Motorsport event, whether practice or competition, will result in exposure to a regularly recurring noise caused by multiple sound sources of different sound pressures and frequencies. The susceptibility of the ear to overload damage is not only related to the severity of the sound pressure but also to the frequency of the sound and the length of time that the ear is exposed to the noise. This may be expressed as follows:
Hearing Loss = sound pressure x frequency of exposure x duration of exposure.
- 8.3 Occupational safety acts recommend that an average exposure to noise of 80 dB (A) experienced for 8 hours a day and 5 days a week for 42 weeks of one year is the maximum sound exposure at which no hearing loss will occur. If the exposure to noise rises to 83 dB (A), the exposure time should not exceed 4 hours a day and noise exposure of 110 dB (A) lasting 30 seconds is as damaging as exposure to 80 dB (A) continuously.
- 8.4 **It must be clearly and repeatedly documented to all Motorsport competitors, their service crews and families and officials that participation in or at motorsport events regularly, may result in hearing loss if protective devices are not utilised.**

- 8.5 The vibrations that are present with the production of noise must not be disregarded as they may cause significant structural damage to both temporary and permanent structures.
- 8.6 Research has shown that, apart from hearing damage, prolonged exposure to a high noise level may also result in physical tiredness, irritability and loss of concentration.

9. THE MEASUREMENT OF SOUND LEVELS AT MOTORSPORT EVENTS

- 9.1 Each sporting commission is duty bound to set upper limits of sound production for that category of Motorsport (see appendix 1)
- 9.2 The method of measuring sound production is contained in appendix 1.
- 9.3 The calculation of total sound produced at the start line of a Motorsport event is done as follows:
 - 9.3.1 A single motorcycle or motor vehicle will produce a dB (A) reading. Each time the number of motorcycles or vehicles is doubled, the sound pressure measurement only increases by 3 dB (A).
EXAMPLE
64 Motorcycles are drawn up at the start line of an event. The sound measurement of one motorcycle is 80 dB (A). What is the total sound measurement for all 64 motorcycles?
The first motorcycle produces 80dB (A)
The first 2 motorcycles produce 83dB (A).
The first 4 motorcycles produce 86 dB (A).
The first 8 motorcycles produce 89-dB (A).
The first 16 motorcycles produce 92dB (A).
The first 32 motorcycles produce 95dB (A).
The first 64 motorcycles produce 98dB (A).

- 9.4 The calculation for determining the reduction in sound pressure as one moves away from the sound source is defined as follows:

Doubling of the distance from the source of the sound to the ear of the observer will result in a reduction of the sound pressure of 6dB (A).

EXAMPLE

Sound measured at 8m registers 95dB (A).
Sound measured at 16m registers 89dB (A).
Sound measured at 32m registers 83dB (A).
Sound measured at 64m registers 77dB (A).
Sound measured at 128m register 71dB (A).

10 SOUND ENERGY LOSS

- 10.1 There are various factors which will increase the rate at which sound energy is lost, thus reducing noise. They include:
 - 10.1.1 Raised environmental temperature.
 - 10.1.2 Altitude
 - 10.1.3 Increased atmospheric humidity.
 - 10.1.4 Trees and foliage surrounding the venue.
 - 10.1.5 Uneven ground such as terraces, embankments or hills, which will deflect sound.
 - 10.1.6 Large obstacle such as walls, buildings or full parking areas of motor vehicles, which again will deflect sound.
 - 10.1.7 Sound loss is reduced in cold weather. Add 1dB(A) for temperature under 10°C and 2dB(A) for temperatures under 0°C.

11. VENUE SOUND

- 11.1 Sound systems utilised at venues may cause more irritation and inconvenience in the area surrounding a venue than the actual noise produced by the motorsport event. The following services must be monitored repeatedly by the environmental official:
- 11.2 The public address system for the competitors paddock should be separate to that of the public areas. The sound produced should never exceed 83dB (A) when the sound is measured in a public area. The sound of the public address system should not exceed 3dB (A), above the background sound levels, when measured at the closet residential property.

ENVIRONMENTAL CODE

- 11.3 Ensure that the sound volume is reduced between practice sessions and races;
- 11.4 All loudspeakers and sound systems must be positioned in such a way that they are directed towards the ground and towards the center of the venue or inside of the circuit.
- 11.5 Ensure that the sound level of the public address system is kept as low as possible;
- 11.6 Ensure that sound and public address systems are not utilised before or after times stipulated for the event;
- 11.7 The sound system must be tested and ready 30 minutes before the start of the first practice;
- 11.8 Should other entertainment be provided at the venue, ensure that the organisers adhere to this protocol.

12. CONCLUSION

- 12.1 The production of sound is inherent in competitive Motorsport as well as in the recreational and transport use of motorcycles and motor vehicles.
- 12.2 The control of noise production is essential to not only prevent irritation in residential areas surrounding circuits and venues but also to prevent hearing loss in competitors and their service crews and families, officials and spectators.

13. FUEL, ENGINE AND OTHER ADDITIVES

13.1 FUEL

- 13.1.2 It is a regulation that regular, unleaded fuel, as is available at any conventional service station or as provided by the organisers, is utilised with no additives except oil for 2-stroke engine.
- 13.1.3 Methanol is permitted for use in track racing.
- 13.1.4 Regulations regarding fuel storage, as defined in the regulations of all categories of motorsport, must be enforced to ensure environmental protection.
- 13.1.5 Containers used for the storage and transport of fuel, whether manufactured of plastic or metal, may not be left at the circuit or venue and may not be sold or given away to the local population. They must be retained and removed by competitors and their service crews. Apart from the fire hazard, ingested petrol can produce a severe chemical pneumonia, which may be fatal in children.
- 13.1.6 Fuel in containers at refueling points at off road events must be kept in the shade and not left standing in direct sunlight.
- 13.1.7 The refueling of motorcycles requires the engine to have been switched off and the rider to have dismounted.
- 13.1.8 Open fires for cooking must not be lit in the proximity of fuel containers. No smoking in refueling zone or within 10m of refueling cars.
- 13.1.9 Compulsory fuel tests may be carried out in accordance with the technical rules of the specific category of motorsport.

14 PROTECTION OF THE EARTH AND GROUND WATER

- 14.1 At any location where motorcycles or motor vehicles participating in motorsport events have running engines, whether this is at a permanent circuit or temporary off - road venue, there is a risk of polluting substances being spilled and contaminating the atmosphere, the earth, ground water and possibly, ground water sources. This includes areas for servicing and cleaning the machines.
- 14.2 The substances which are hazardous to the environment fall into 2 major groups:
- 14.3 Natural or indigenous substances.
- 14.4 Artificial or manmade substances.
- 14.5 The hazardous manmade substances fall into 3 major groups:
 - 14.5.1 The heavy metals - lead, cadmium, mercury, and their compounds.
 - 14.5.2 The Chlorinated Hydrocarbons, including:
 - 14.5.3 Crop protection chemicals - D.D.T, Dieldrin, and Aldrin.
 - 14.5.4 Solvents - Tri and Perchloro - Ethane.
 - 14.5.5 Polychlorinated Biphenyls.
- 14.6 The Aromatic Hydrocarbons, including:
 - 14.6.1 Solvents - Benzene, Toluene, Xylene.
 - 14.6.2 Polycyclic Aromatics - Naphthalene, Benzopyrene, Phenanthrene.
- 14.7 The toxic potential of a substance depends on :
- 14.8 The natural toxicity inherent in the substance.

- 14.9 The build up or accumulation of the substance in the environmental.
- 14.10 The persistence or permanence of the substance in the environment.
- 14.11 The quantity or the concentration of the substance to which flora and fauna and man is exposed.
- 14.12 The length of time and recurrence of exposure during which absorption may occur.
- 14.13 Of particular importance is competitive and recreational participation in off road events and excursions. Apart from the obvious damage caused by tyre tracks, noise, damage to small ecosystems and desecration of sacred grounds, hazardous polluting substances may be released into the atmosphere, soil and ground water by careless maintenance, servicing, hosing down and refueling. Every attempt must be made to prevent the leakage of oil, fuel, cooling fluids, lubricants, etc from escaping as vapors into the atmosphere or as spillage on to and in to the earth.
- 14.14 The following facilities must be available and must be used by all competitors, service crews and officials:
 - 14.14.1 Clearly identified and different containers or facilities must be available and used for the recovery of general rubbish, oil, detergents, water, cleaning rags, automotive liquid product containers.
 - 14.14.2 Ensure that such containers are placed on a level concrete surface and avoid spillage and contamination of the surrounding areas.
 - 14.14.3 For all off-road categories, the use of an environmental mat or other equally effective device is mandatory whenever vehicles are stationary or if servicing of motorcycles or motor vehicles is allowed by the regulations or by the organiser.
 - 14.14.4 The organiser must make arrangements for the detection, removal and disposal of contaminated soil, water or other materials.
 - 14.14.5 Waste water collected from vehicles in the paddock, washbays or any other site on the circuit or venue as well as sites utilised for camping, ablution and sanitary facilities and catering must never be emptied on to the ground, on to roads, tracks or pathways in and around the venue or into temporary or permanent watercourses in or around the venue. Wastewater may only be disposed of at the venue if the organiser has provided either a permanent or temporary facility for this purpose. Organisers failing to provide such a facility may be subject to sanction.
- 14.15 The cleaning of motor vehicles and motorcycles, if permitted by the regulations for that category and event, may only be conducted at locations with designated cleaning facilities. Water, without the addition of any chemicals or detergents, only may be used for the cleaning of motor vehicles and motorcycles, when permitted.
- 14.16 The ash or partially or unburned coals or wood of cooking fires must not be left on the ground but either removed or buried.

15 RECOMMENDATIONS TO PROMOTERS AND ORGANISERS

- 15.1 Particularly for off road events and multiple stage rallies and well in advance of the event, in consultation with the regional S.A.P.S, Provincial and Metro Traffic Police, select a number of routes to and from the venue of the event which will result in no or minimal damage to the environment and minimal disruption to the daily life patterns of the surrounding area and its resident human and animal population.
- 15.2 Provide accurate and concise directions to all circuits and venues in all advertising for the event. The display of route direction and venue location signs must not damage manmade or natural structures and must be removed within a stipulated time after the event.
- 15.3 Identify areas that may be vulnerable and ensure their protection. Such areas include grass verges, pedestrian pathways, sacred grounds and ecologically sensitive areas.
- 15.4 Prevent concentrations of people, vehicles, and entertainment and catering areas, which could result in permanent damage to an area. Recent research has shown that such activities may introduce human infections into animal populations and that frequent exposure to humans may result in stress reactions in animals resulting in decreased reproduction.
- 15.5 At fixed circuits, ensure that the sanitary and ablution facilities are well maintained, clean and hygienic and functional for competitors, officials and spectators. From an estimate of the expected spectator attendance, determine whether extra temporary toilets will be required See Appendix 2. SANITARY FACILITIES.
- 15.6 Provide sufficient and adequate sanitary and ablution facilities for off-road events. If possible, attempt to locate service parks and refueling points at sites that have sanitary and or ablution facilities, whether

ENVIRONMENTAL CODE

permanent or temporary. If this is not possible, arrange for the hire of these facilities. See Appendix 2, SANITARY FACILITIES.

Ensure that the sanitary facilities available, whether permanent or temporary, will not result in the contamination of the ground, ground or underground water by human excreta, as a result of faulty or leaking effluent containers or faulty connection to existing sewage points.

- 15.7 Inform spectators about the expected responsible behavior required at the event, particularly with regard to the campsite, the activation and care of open fires, refuse and waste disposal and the consumption of alcohol. The possession, sale, distribution and consumption of all illegal substances, including recreational drugs, is illegal and will be reported to the S.A.P.S. The indiscriminate disposal of syringes and needles is a potential hazard to every person at the venue and particularly the cleaning staff and children. This information should be advertised by prominent signs at the parking areas, at the entrance to the venue, at prominent points within the venue and at points within the campsite as well as a notice in the official programme, on entrance tickets and in any other documentation distributed.
- 15.8 Detailed specification for all on-site catering outlets must be documented and contracts signed by both the organiser and the individual catering outlets. The preparation and distribution of food and beverages must comply with public health and legal regulations. Food should be packed in recyclable material. Waste containers, adequate in size and numbers must be freely available in and around all catering areas. (See Appendix 2. CATERING)
- 15.9 At permanent circuits and venues, where the preparation of food is allowed on open fires, level concrete surfaces should be provided on which cooking fires must be placed. This will reduce the risk of fire and prevent cooking fat, etc from spilling on the ground. If open fires are prohibited, this must be clearly identified to competitors and their service crews, officials and spectators. Where open fires are permitted, functional fire extinguishers must be immediately available should a fire ignite.
- 15.10 Ensure detailed protocols for the prevention and control of grass fires, particularly in off-road events. Ensure that all grass in parking areas is cut very short. (See Appendix 2, FIRE PREVENTION).
- 15.11 Place refuse containers, adequate in size and number in all competitor, official and spectator areas, suitable for the disposal of personal, catering and other refuse.
- 15.12 Specially constructed containers for the collection of all forms of medical waste, particularly blood contaminated materials, syringes and sharp consumables such as injection and intravenous needles, scalpel blades and suturing needles, must be available at all permanent, temporary or mobile medical posts. Both the presence and disposal of medical waste containers must be strictly controlled.
- 15.13 Sufficient and specifically labeled containers for various types of refuse: glass, plastic, paper etc, must be placed in the pit areas, the paddock, the parc ferme, the scrutineering bays, race control, administrative offices, riders briefing area and every other facility involved in the organisation of the event. The sale of advertising space on these containers or decoration of the containers may result in additional income accruing to the organisers and may encourage every person at the venue to use the containers. Refuse must not be allowed to spill over and contaminate the ground around the containers and all containers must be emptied frequently. (See Appendix 2 WASTE REMOVAL)
- 15.14 MSA accredited environmental officials appointed for an event are required to provide written reports on competitors, officials and service providers who have been observed transgressing the environmental code, to the clerk of the course and stewards, who will determine the appropriate sanction for the offence. Spot fines may be issued to spectators contravening the regulations of the environmental code.
- 15.15 Identify specific areas and facilities for the washing of motorcycles and motor vehicles, if washing is permitted in the regulations of that category of Motorsport. At permanent venues, the washing facility must include properly constructed drains connected to the main drains or storage tanks that will not allow contamination of the surrounding earth or underground water sources.
- 15.16 As from 1st January 2004, the washing of machines, when permitted, may only be performed using water. The addition of any other substance, including detergents, is forbidden.
- 15.17 Sturdy containers or tanks, specifically labeled in bold type and placed on a level concrete surface, must be provided for the separate collection of drained fuel, oil, degreasing, cooling and brake fluids, to prevent indiscriminate and possibly hazardous disposal or spillage of these fluids on to the ground and the escape of fluid vapors into the air. These containers should be sealed with a small entry or funnel for the pouring

of the fluids into the container.

- 15.18 A company that specialises in the removal of general and chemical waste and waste water and that is registered to perform this function must be contracted to remove all waste and refuse within 3 days of the end of the event. (See Appendix 2 WASTE REMOVAL)
It is essential to prevent the illegal dumping of any waste, immaterial of whether it is collected at a later date or not.
- 15.19 Ensure that the fuel used complies with the regulations of this code. (See Article 14)
- 15.20 Ensure that the time limits arranged for venue music, the venue public address system, practice and racing are not exceeded.
- 15.21 Ensure that the maximum permissible levels for spectator and competitor sound production are not exceeded either between or during practice or racing. Ensure that excessive and inappropriate noise production is prevented at tourist rally events.
- 15.22 Ensure that posters advertising Motorsport events are not attached to trees, plants, shrubs or other sensitive sites by nails, staples or other damaging methods; string or any other material that does not cause damage, must be used.
- 15.23 Leaflets, pamphlets, or inserts in programmes or any other form of hand delivered advertising material must not be distributed by placing the material under the windscreen wipers of cars or left on motorcycles by any person either before or during the event. If such advertising must be utilised at an event, the advertising material must only be distributed at the entrance to the venue and never as spectators or competitors leave the venue. By doing this, it is hoped that the advertising material is left in motor vehicles or motorcycling bags. Appointed environmental officials, who document advertising leaflets or pamphlets littering a venue, are required to retain the material and submit it to MSA for further action.
- 15.24 All advertising material for the event, including posters, pamphlets, leaflets, etc, must be removed from public display within 3 days of the end of the event and destroyed or recycled.
- 15.25 Recycled paper or plastic bags should be distributed to competitors and spectators at documentation or when purchasing an admission ticket. These bags are intended for the collection of small items of personal waste such as food wrapping, sweet papers, etc.
- 15.26 Dust, of necessity, occurs at all non-circuit off-road events and at many circuit events. Ensure that effective watering is available to water the track and its immediate surroundings before and between practices and races. This procedure must conform to the regulations of the category of Motorsport competing at the circuit. Dust creates potentially dangerous situations to competitors in many events and is annoying to spectators, which may affect spectator attendance. Dust may trigger breathing problems in both competitors, officials and spectators. Dust and mud covered motorcycles and motor vehicles will require washing; water is a scarce commodity and must be actively conserved.
- 15.27 Specific provisions must be made for the elimination of dust and gas emissions and effective ventilation in all indoor venues used for Motorsport events. Of particular concern is the use of methanol as a fuel.
- 15.28 Recyclable and re-usable materials, whenever possible, must be used for route markers for competitors and spectators and site identification. It is an unfortunate reality of South African life that such markers may be removed or altered by the indigent population and organisers are forced to utilise paint signage on rocks and trees; such paint must be water based and should be biodegradable.
- 15.29 The planning and construction of routes for non-circuit events must ensure that no part of the route crosses or impinges on sensitive areas such as ancestral burial grounds, spiritual sanctuaries, existing or potential fossil beds or areas critical to the breeding or habitat of local species of fauna and flora, particularly endangered species. As many of these locations may not previously have been identified as sensitive areas, it is vital that event organisers and planners consult with local inhabitants such as farmers, tribal councils and local authority and provincial environmental officials to prevent the proposed route from causing any environmental damage.

16. THE RESPONSIBILITY OF THE ORGANISERS AFTER THE EVENT

- 16.1 All signage, billboards, posters, route markings, and barrier tape required for the track itself must be removed within the stipulated time, preferably immediately after the end of the event.
- 16.2 Ensure that all arrows, route markers and barrier tape are removed from the track immediately after that section of the route has been completed. All of these items are not only a threat to the environment but may

ENVIRONMENTAL CODE

be life threatening to wild, farm and domestic animals.

- 16.3 If temporary roads or tracks have been constructed, they should be leveled off immediately to prevent the development of soil erosion.
- 16.4 Ensure the separate removal of containers for oil, cleaning rags, filters and other waste by an appropriate organisation and their expert disposal.
- 16.5 Where significant damage has occurred to trees and large shrubs on private property, notify the owner immediately after the event in writing and arrange for the replacement of the damaged flora, as required by the owner. If state, provincial or local authority property is used, a similar procedure must be followed.
- 16.6 Return to the venue one-month after the event to ascertain the rate of recovery of the venue.

17. RECOMMENDATIONS FOR THE ENVIRONMENTAL CARE OF PERMANENT VENUES.

- 17.1 The owner of a permanent venue should appoint a permanent environmental official or committee who must start an environmental logbook for the venue and ensure that it is updated regularly. The environmental official should attend all planning meetings for events.
- 17.2 All permanent venue buildings, especially sanitary facilities, must be inspected regularly and routine maintenance and repair work completed timeously and professionally. They must be kept clean at all times.
- 17.3 All parking areas must be maintained. All grass areas, including surrounding areas, must be cut short to prevent fire hazards.
- 17.4 Unightly structures or operational areas such as workshops should be screened from general public view by concealing walls or by planting a barrier of trees or shrubs or by painting the structures in colors that would assist in camouflaging them.
- 17.5 Ecologically sensitive areas, natural or man-made ditches and water features such as dams, reservoirs and water courses within the perimeter fencing of the venue must be cordoned off from the general public to prevent pollution and destruction.
- 17.6 The construction of new structures or alterations to existing structures with specialised functions such as medical centers, wash bays, pits must comply with the regulations of both MSA, FIA and the FIM and plans for such structures must be assessed and signed off by MSA prior to the start of construction. The necessary signed permission for construction must be obtained from all the relevant local authority departments.
- 17.7 The use of building waste and rubble in any form of construction, including noise barriers, is prohibited.
- 17.8 Materials required for maintenance and construction at the venue, particularly sand, soil and grass, must be inspected to prevent the introduction of polluting and toxic agents into the venue.
- 17.9 Repair all defects on building exteriors, roofing, guttering and fencing.
- 17.10 If washing is allowed at the venue, provide washing bays with concrete surfaces and proper drainage, preferably with an oil separator.
- 17.11 Ensure that all sanitary and waste disposals are free of defect and correctly connected to main sewage or removed from the venue. (See Appendix 2, SANITARY FACILITIES AND WASTE REMOVAL).
- 17.12 In planning alterations to layout and contours of the venue, ensure that soil erosion will not occur with the run-off of water after heavy rainstorms.
- 17.13 Use natural colors for the construction and painting of all structures.
- 17.14 Permanent catering facilities must be inspected regularly and must be scrupulously clean. Of particular importance is the extractor ducting system over cooking facilities, which, if not regularly cleaned and maintained, may be a potent source of fire ignition. All facilities must comply with local authority, public health regulations. (See Appendix 2 CATERING)
- 17.15 Ensure that there are no leaking taps, hydrants, or hoses, blocked drains or low-lying areas where rainwater may collect which will result in stagnant pools of water or mud. This is a waste of water and a health hazard. The introduction of mud from vehicles and humans and the presence of humans in wilderness areas have been associated with the introduction of human diseases into animal colonies, often with catastrophic results.
- 17.16 The design and placing of the start area should be made in a manner that will have the least noise effect on the venue and the surrounding, particularly, residential areas.
- 17.17 Remove vegetation, especially trees, only when absolutely necessary. If this is to be done on private property, ensure that written permission has been obtained from the owner of the property. Ensure that all removed vegetation is completely cleared from the venue.

- 17.18 The replanting of vegetation, particularly trees and shrubs, should be done in such a manner that their sound absorbing capabilities are fully utilised.
- 17.19 Damaged or discarded tyres must not be burnt or left in an uncontrolled dumpsite area. Provided there is no possibility of ground pollution, discarded tyres may be used as safety barriers, in the leveling of terraces when filled with sand or as containers for shrubs and flowering plants, particularly at unsightly areas of the venue.
- 17.20 Managers and owners of venues must ensure the best possible environmental management of their venues. To this end, it is essential that, at the conclusion of every event and also at regular intervals between events, the impact of the event as well as the effects of the venue and its activities on the surrounding environment must be assessed and recorded in the environmental logbooks. Shortcomings must be addressed and improvements implemented.

18. RECOMMENDATIONS TO COMPETITORS AND SERVICE CREWS

- If we continue to participate in Motorsport with little or no regard to its effect on the environment, we may find that in 10 years time there is no Motorsport. Belgium and Holland have lost 50% of their Motorsport venues for environmental reasons.
- 18.1 Every competitor, member of a service crew and official must be aware of the contents of the MSA environmental protection and safety code. Highlights of the code that have special reference to the current event should be addressed at the pre-race briefing.
 - 18.2 Public service and catering contractors must be informed of the environmental requirements of the event preferably in writing.
 - 18.3 Unnecessary and prolonged running and revving of engines must be avoided to prevent noise pollution. Ascertain whether there are time restrictions for running vehicle engines and remain within the stipulated times.
 - 18.4 Ensure that the motorcycle or motor vehicle complies with the maximum sound level (dB(A) Level) allowed for the Motorsport discipline to be competed in.
 - 18.5 Sturdy rubbish bags, adequate in number and size, must be available to all competitors, service crews, officials and public service contractors. These bags must be issued by the organiser and replaced frequently.
 - 18.6 The leakage and spillage of fuel, oil, cleaning, degreasing, cooling and brake fluids and any other additive or cleaning agent on to the unprotected ground or the escape of vapors from these products into the atmosphere, must be prevented. It is the responsibility of the organiser of the event to provide suitable containers for this type of waste. If the organiser has not provided containers, it is the responsibility of the competitor and their service crews to provide their own containers and to remove the containers at the end of the event. Containers for the collection of used or contaminated oil must have fixed funnel inlets. Separate and clearly marked containers for the collection of oil filters and cleaning rags must be provided.
 - 18.7 For all of road events, the use of an environmental mat or similar ground-protecting device is mandatory.
 - 18.8 Where possible, but especially at permanent venues, separate sanitary facilities must be provided for male and female competitors, service crewmembers and officials. This includes ablution facilities.
 - 18.9 Adequate provision of clean water must be provided. Dirty or contaminated water must not be allowed to contaminate the ground and must be disposed of in marked containers or into the mains drainage system.
 - 18.10 Competitors and their service crews should be issued with paper or plastic refuse bags for the disposal of personal waste. These personal containers must be disposed of both during and after the event in designated refuse containers.
 - 18.11 In off-road events where competitors are required to cross-riverbeds, whether dry or at low water, the competitors must avoid damaging natural embankments, which, if significantly damaged, could eventually alter the flow of the river after heavy rains. This applies equally to recreational riders and drivers; especially four wheel drive vehicles.
 - 18.12 All farm and residential gates that are encountered along the route of an event must be firmly re-closed and secured after the vehicle has passed through the gate. Gates that have been left open or unsecured may result in the escape or loss of livestock, the destruction of planted crops and wild flora by both domestic and wild animals. Respecting the private property of landowners can help in ensuring permission of the landowner to use routes through his property for future events.
 - 18.13 Only designated washing areas may be used for the washing of vehicles. Only water may be used.

ENVIRONMENTAL CODE

- 18.14 Negligent or intentional pollution of the paddock or other restricted areas will result in sanctions.
- 18.15 Avoid intentionally driving through pools of water, small streams and muddy areas with the aim of splashing water or mud over officials, spectators and fellow-competitors. Furthermore, it is a proven fact that mud on vehicles, tyres and shoes introduced into wilderness areas has decimated colonies of wild animals, due to the introduction of human diseases.
- 18.16 Avoid parking on grass verges, plants and shrubs. Avoid driving over small plants and shrubs in parking areas.
- 18.17 Competitors in off-road events must endeavor to follow the route designated by route markers and not to create new routes or short cuts in attempts to improve their times.
- 18.18 Punctured or damaged tyres may not, under any circumstance whatsoever, be left along the route of an off-road event. The discarded tyre must be removed either immediately by the competitor or the competitor's service crew or by advising a marshal to arrange for later collection.
- 18.19 The starting of any type of fire along the route or at service parks during off-road events is prohibited under adverse weather conditions, particularly wind. Such fires may become runaway fires which could destroy residential property, forested areas and livestock, as well as destroying small animals and insects vital to the ecological balance of a region. An explosion hazard would exist around fuel stores at service parks.
- 18.20 Plastic bags and barrier tape negligently left along the route of an event are a cause of pollution but pose serious threats to the lives of children, domestic, farm and wild animals. These products must be disposed of at appropriate sites identified for refuse collection.
- 18.21 Avoid the indiscriminate use of hooters and horns and prevent the unnecessary running and revving of engines.
- 18.22 Travel to and from events must be done using legally available and designated routes, thus preventing irreversible damage to other routes.
- 18.23 Respect and preserve the environment through which you travel, especially in off-road events. Do not maliciously or intentionally damage trees, the branches of trees, shrubs or plants. Do not kill or maim any species of fauna. No long-term evidence of the running of a Motorsport event, especially off-road events, must be left to scar the environment.

19. RECOMMENDATION FOR ADVERTISING AN EVENT.

- 19.1 The advertising of a Motorsport Event should preferably be done in local and regional newspapers, trade magazines, on radio and TV, thus reducing the display of posters.
- 19.2 Permanent circuits should have large display boards at the entrance to the circuit displaying a diary of events for each month.
- 19.3 Prior to the placing of any advertising poster for a Motorsport event, permission must be obtained from Government, Municipal, Business and Private Owners of any property selected for the siting of posters and the details of the positioning of posters discussed and accepted.
- 19.4 Clearly ascertain, in writing, the time limits arranged for both the setting up and removal of advertising posters and the geographical areas for display. Ensure that these time limits are observed.
- 19.5 Advertising posters must not be affixed to trees, displayed in ecologically sensitive or wilderness areas, protected urban sites, or on private property or any other inappropriate site.
- 19.6 For the distribution of advertising or promotional pamphlets, brochures or fliers. See Article 15.23.
- 19.7 The advertising of any Motorsport event must never offend or outrage the culture, morals or religious beliefs of the region or country hosting a Motorsport event.

20. RECOMMENDATION FOR THE RECREATIONAL AND TRANSPORT MOTORIST AND MOTORCYCLIST

- Every motorist and motorcyclist is encouraged to enjoy, to the fullest extent, their travels through this country without leaving damaging footprint of their journey. Respect road use regulations through your motoring conduct, thus reducing road traffic injuries and deaths. Such rules of conduct should include:
- 20.1 The development of driving habits which will ensure the orderly integration of all types of motor transport and the respect of the individual for all other road users.
 - 20.2 Never dispose of waste on to the roads from either stationary or moving vehicles, especially fliers

ENVIRONMENTAL CODE

- distributed at intersections. All waste must be disposed of at an appropriate refuse container at service stations or at the destination.
- 20.3 Rest areas on national roads, picnic, camping and caravan sites must be left with no evidence of waste being evident. Contamination of these areas by human excreta must be prevented by the use of sanitary facilities at service stations.
 - 20.4 Flamboyant, aggressive and competitive driving and riding must be avoided, as the performance of any action unrelated to driving, could result in the causation of accidents.
 - 20.5 Excessively loud sound systems are an irritation to other road users and will detract the attention of the driver from the act of driving.
 - 20.6 Road traffic accidents can result in the destruction of property and the contamination of the immediate vicinity with blood, fuel and other automotive components and hazardous chemicals being transported. Washing away of these substances may result in pollution of the ground and possibly water sources. Broken glass, from windscreens and windows are a hazard to other vehicles, pedestrians and animals. The potential for the ignition of fires and explosions exists.
 - 20.7 Never to drive or ride under the influence of alcohol, prohibited substances or recreational drugs.
 - 20.8 To avoid noise pollution by eliminating unnecessary running of engines, by fitting excessively loud exhaust systems, or by the excessive use of hooters or horns.
 - 20.9 Use only routes that are legally available.
 - 20.10 When travelling in-groups, to proceed at a quiet, unobtrusive and legal speed and in a professional manner which does not obstruct other road users. This is of particular importance in "Breakfast Runs" and tourist rallies.
 - 20.11 Respect the environment by avoiding routes, particularly off-road and wilderness routes that have been damaged beyond a point of natural recovery.
 - 20.12 At all times, to protect wildlife and the natural habit and breeding grounds of all animals, birds, reptiles and insects. Similarly, to protect the flora and not to remove endangered or protected species.
 - 20.13 To ensure, at all times, the correct disposal of all used or damaged oil, tyres, batteries, containers, etc whether recyclable or not.
 - 20.14 To encourage fuel economy and the economy of space by riding motorcycles instead of driving cars. This is a long-term objective.

21. THE ENVIRONMENT LOGBOOK AND CHECKLIST

- 21.1 Owners of Motorsport circuits and venues, organisers utilising these facilities and the environmental official are required to open and maintain an environmental logbook. The logbook must be completed for each event. The logbook must detail the following information:
 - 21.1.1 All activities occurring at the event.
 - 21.1.2 All measures taken at the event to ensure environmental protection and prevent pollution.
 - 21.1.3 Details of all meetings held, with an attendance register of participants at the meeting.
 - 21.1.4 Written confirmation of permission sought and granted for the use of the facility.
 - 21.1.5 All time constraints must be identified and documented.
 - 21.1.6 All infringements of the environmental protection and safety code must be documented.
 - 21.1.7 All penalties imposed for code infringements must be documented.
- 21.2 In conjunction with the environmental logbook, an environmental checklist for the management of the facility must be maintained. This checklist will include the following checkpoints:
 - 21.2.1 What alterations of either a temporary or a permanent nature have been made to the facility.
 - 21.2.2 What buildings have been constructed at the facility.
 - 21.2.3 The origin and type of construction material used.
 - 21.2.4 The identification and protection of sensitive areas at the facility.
 - 21.2.5 The approved plans for all new constructions.
 - 21.2.6 An assessment of the environmental impact of the event on the circuit and its surroundings with regard to the number of competitors and their service crews, officials, and the estimated number of spectators.
 - 21.2.7 Regular maintenance is performed on all structures at the facility.

ENVIRONMENTAL CODE

- 21.2.8 Washbays with correct drainage and high-pressure cleaners are available for the washing of motorcycles.
- 21.2.9 An adequate distribution of and regular replacement of refuse bags for competitors.
- 21.2.10 The availability and distribution of correctly constructed containers for used oil, brake fluid and cooling fluid.
- 21.2.11 The availability and distribution of suitable containers for catering waste and spectator waste.
- 21.2.12 Sanitary facilities adequate in number and of wholesome and user friendly design for competitors, officials, spectators and the disabled.
- 21.2.13 The sound produced by all facets of the event including the positioning of loudspeakers.
- 21.2.14 Signage direction and advertising posters for the event.

22. MSA ENVIRONMENTAL AWARD

- 22.1 MSA will initiate an annual environmental award.
- 22.2 Such award will be presented to the circuit, organiser, club or individual, who is assessed to have taken the most care of the environment during the course of the calendar year.
- 22.3 The assessment will be made on reports submitted and the opinions of accredited environmental officials.

23. CONCLUSION

All sporting federations have been requested by the I.O.C to adopt and endeavor to support the universal declaration printed below and the assistance of clubs, competitors and officials in complying with this request would be appreciated.

- 23.1 Every person has a right to enjoy nature while, at the same time, respecting its value to humanity.
- 23.2 Practicing sports in nature is a right, which must be accompanied by ethical and moral rules, admitted and respected by all and promoted by nations.
- 23.3 Nature must be protected from any form of negligence, exploitation or any practice which may cause its degradation.
- 23.4 This right to nature may only be limited when the need to preserve this heritage is proven in an irrefutable manner.
- 23.5 In keeping with the spirit of an universal citizenship approach, the practitioner pledges to inform him or herself to train or to promote the principles relative to conserving natural habitats.
- 23.6 Thus, nature is and must remain the heritage of humanity.
- 23.7 Man is, and must be, its protector.
The world we live and work in, we enjoy in sport and relaxation, is wondrous; let us present an even more wonderful world to the generations still to leave footprints on this world, footprints that are transient and non-destructive.

APPENDIX 1

SOUND TEST REQUIREMENTS

1 SOUND MEASUREMENT

- 1.1 The measurement of sound levels will be made by placing the microphone at a distance of 50cm from the end of the exhaust pipe at a 45° angle and at the level of the exhaust outlet.
- 1.2 Where more than one exhaust outlet is present on the machine, the test must be repeated for each exhaust outlet and the highest reading will be the representative reading.
- 1.3 In circumstances where the exhaust outlet is not immediately available or accessible, the test may be conducted at a distance of 2 meters from the centerline of the vehicle with the microphone 1.2 meters above the ground.
- 1.4 Measurements should be made outdoors with no large reflecting objects e.g. walls or buildings within 3 meters for the 50cm test or within 10 meters in the 2 meter test.
- 1.5 Background noise should be at least 10 dB(A) below the measured level with distances from 2-8 meters. It is necessary that there is a minimum of 20 meters radius open flat space around the vehicle. Where possible, measurements must be taken as close as possible to the vehicle, at the defined distance to avoid background noise.

- 1.6 It is generally impractical to take measurements over 8 meters as the background noise creates problems with accurate and consistent readings.

2. TABLE 1

ALLOWED SOUND LEVELS FOR CARS IN THE U.K.

CATEGORY	50cms	2 Meters	8 Meters
Car Races: Saloon and sports 75% maximum R.P.M	105dB(A)	93dB(A)	81dB(A)
Car Races: Single-Seater and sports racing cars 75% maximum R.P.M			
Stage Rally, Auto-test, Trials, CCV maximum at 4 500 R.P.M	108dB(A)	96dB(A)	84dB(A)
Road Rally: Maximum at 4 500 R.P.M	100dB(A)	88dB(A)	76dB(A)
O.R.V 66% Maximum R.P.M	98dB(A)	86dB(A)	74dB(A)
Autocross and Rally Cross 75% maximum R.P.M. Hill-climb 75% maximum R.P.M.	100dB(A)	88dB(A)	76dB(A)
	108dB(A)	96dB(A)	84dB(A)
Racing and Sport Libre Cars	110dB(A)	98dB(A)	86dB(A)
All Other Categories	108dB(A)	96dB(A)	84dB(A)

APPENDIX 2. (ENVIRONMENTAL SAFETY 1)

CATERING REQUIREMENTS

OBJECTIVE 1.

Ensure that the delivery, storage, preparation and sale of food complies with food safety regulations. This includes mobile catering units, catering stalls and marquees, staff catering, hospitality catering, bars and mobile vendors.

OBJECTIVE 2.

Ensure that all catering outlets carry out their businesses in a safe and hygienic way. This will include:

- 2.1. The identification and control of potential food hazards by all catering outlets.
- 2.2. The identification and control of potential health and safety hazards by all catering outlets.
- 2.3. The provision of appropriate and functional fires extinguishers.
- 2.4. The proper training of all food handlers.
- 2.5. The suitability of all premises, whether permanent, temporary or mobile, used for the preparation and/or sale of food.
- 2.6. The suitability of the equipment used for the preparation and sale of food.
- 2.7. That all food, either pre-cooked or for preparation on site, is transported safely and hygienically and is separate from any potential source of contamination.
- 2.8. The storage and disposal of food waste, both solid and liquid, is done according to prevailing legislation.
- 2.9. The maintenance of the highest standards of personal hygiene by food handlers.
- 2.10. The correct hygienic storage, handling and preparation of food.
- 2.11. The provision of clean drinking water at catering outlets.
- 2.12. The insurance of all catering outlets including liabilities for the public, the product and of the employers.
- 2.13. That all catering outlet employers and employees are covered by workmen's compensation insurance.
- 2.14. The possession of the relevant electrical and gas installation compliance certificates by all catering outlets.
- 2.15. The possession of an effectively equipped first aid kit by all catering outlets.

Catering outlets, which utilise open fires for cooking, or spit roasting may present an increased risk of fire, food contamination and food poisoning.

OBJECTIVE 3

Catering outlets must, as far as possible, be positioned in such a way that:

- 3.1. They do not cause any obstruction that may adversely affect the health and safety of people attending or working at the event.
- 3.2. Access to the rear of catering outlets is denied.
- 3.3. Free access for all emergency vehicles is allowed, this includes fire appliances.
- 3.4. There is adequate and suitable spacing between individual catering outlets.

ENVIRONMENTAL CODE

- 3.5. There is easy access to lockable facilities for the storage and disposal of liquid and solid waste.
- 3.6. It allows for the easy and efficient removal of all forms of waste.
- 3.7. Catering outlet is in close proximity to a supply of fresh drinking water but separated from any form of drainage or possible contamination by fuel, waste or refuse storage.
- 3.8. Independent toilets are immediately available for the exclusive use of food handlers, with facilities for hot and cold water hand washing.
- 3.9. There is easy access and designated parking for catering support vehicles.
- 3.10. Overnight mobile or temporary sleeping accommodation is away from all catering outlets

OBJECTIVE 4 - LIQUIFIED PETROLEUM GAS (LPG)

LPG is the main fuel for outside catering outlets. It presents a substantial fire and explosion hazard. It is important to ensure that:

- 4.1. All operators using LPG can demonstrate a basic understanding of its safe use, its characteristics and emergency procedures to be adopted, if necessary.
- 4.2. Storage of LPG at each catering outlet does not exceed what is expected to be utilised over 24 hours or a maximum of 200 kgms, whichever is less.
- 4.3. All LPG is handled and stored in accordance with the current regulations and codes of practice.
- 4.4. All supplies of L.P.G, whether in stores or in catering outlets are secured from any form of interference.

OBJECTIVE 5

5. ELECTRICAL INSTALLATION

Electrical power to catering outlets should be provided by the site electrical supply, wherever possible. If portable or transportable generators are used, preference should be given to L.P.G or diesel fuelled machines if generators are used. Ensure that:

- 5.1. The generator is of suitably rated power outlet for the intended use.
- 5.2. The generator has been tested and certified by an accredited person.
- 5.3. The generator is sited in a well-ventilated place away from L.P.G cylinders and other combustible material.
- 5.4. The generator is adequately guarded to avoid accidental contact with people or combustible material.
- 5.5. Cables and sockets are appropriate for their intended use.
- 5.6. Cables do not present a trip hazard.
- 5.7. Fuelling and refuelling are carried out in a safe manner.
- 5.8. Fuel is stored in suitable containers in a safe place.

6. FIRE FIGHTING EQUIPMENT

Suitable equipment levels are:

- 6.1. Non-Cooking:
One 2kg dry powder extinguisher.
- 6.2. Cooking Outlets:
One 2kg dry powder extinguisher
One 1 square meter light duty fire blanket.
- 6.3. For deep-frying, 9-litre foam fire extinguisher and a one square meter light duty fire blanket.

OBJECTIVE 7

7. ALCOHOL AND BAR AREA

- 7.1. The structure used for the sale of alcohol, which could be a marquee, tent or mobile structure, must comply with safety regulations for such structures.
- 7.2. Signage must be clearly visible at which point's alcohol may be sold and consumed. Those areas where alcohol is prohibited, either the consumption or the presence of alcohol, must be clearly identified.
- 7.3. The structure must be designed to allow a free flow of patrons to and from the bar serving area and must prevent congestion and possible crushing, which may require the use of suitable barriers.
- 7.4. The electrical installations must comply with local regulations.
- 7.5. Adequate lighting must be provided.
- 7.6. Alcohol storage tanks must be positioned on level stable ground and must allow easy access to delivery vehicles, particularly in bad weather.
- 7.7. Carbon dioxide cylinders must be adequately secured.
- 7.8. Chemicals to clean pipelines are properly handled and stored and disposed of.
- 7.9. The containers supplied for drinks comply with the regulations for the event e.g. no glass, no cans.

- 7.10. There is a suitable means of disposal for glass bottles and cans, which have been used to decant drinks before serving.
- 7.11. Bar areas must be kept free of litter and spillage on the floors must be cleaned immediately.

OBJECTIVE 8

8. DRINKING WATER

- 8.1. The provision of free drinking water is essential. The volume required depends on the volume of people, the duration of the event and prevailing weather conditions.
- 8.2. Ideally, water for drinking purposes should be provided from a main supply. If this is not possible, suitable bowls may be utilised.
- 8.3. All water dispensing equipment must be clean and well maintained. It is considered good practice to sample and test temporary water supplies for bacteriological safety, especially those provided at outdoor events.
- 8.4. At outdoor one-day events, a general guideline is one water outlet per 3000 spectators and one water outlet per 10 caterers in the same area.
- 8.5. All water points must:
 - (1) Have unobstructed access
 - (2) Be clearly identified.
 - (3) Be clearly lit at night.
 - (4) Have self closing taps
 - (5) The ground surrounding all water points should be well drained or provision made to bridge all flooded areas.

2. SANITARY FACILITIES

OBJECTIVE 1

- 1.1. To ensure that adequate sanitary provisions are made for the estimated number of spectators attending the event. Consideration must be given to the location, access, construction, temporary facilities, lighting and signage.
- 1.2. Toilets should be constructed and located in such a way that spectators are protected from bad weather and trip hazards. The floors, ramps and steps of all units must be stable and constructed with a non-slip surface: connecting pipes must be protected.
- 1.3. Toilets must be readily visible, lit and clearly identified at all parts of the venue.

OBJECTIVE 2

- 2.1. Toilets must be regularly maintained, serviced and repaired, by competent workers throughout the event to ensure that the toilets are safe, clean and hygienic.
- 2.2. Toilets must be supplied regularly with toilet paper, which must be kept in a dispenser, or holder at all times.
- 2.3. All blocked toilets must be cleared urgently.

OBJECTIVE 3 - LOCATION

- 3.1. Toilets must be located at different points around the venue and not concentrated in specific areas, this will reduce crowding and queuing.
- 3.2. Consideration should be given to placing toilets outside the perimeter fenced venue area e.g. car parks, ticket office queuing areas, event campsites etc.
- 3.3. Provision must be made for access to toilets for servicing and sewage removal.

OBJECTIVE 4 - TOILET TYPE

- 4.1. If temporary toilets are to be utilised, the different toilet types must be assessed as to their suitability for the type and duration of the event.
- 4.2. Peak toilet usage time should be assessed, rapid and constant use of any toilet may result in blockages and the toilet bowls may become unsanitary.
- 4.3. Temporary mains units can be used if a sewer, drain, septic tank, is available provided there is an adequate water supply and water pressure.
- 4.4. Single self-contained units are acceptable and easily relocated. They have a maximum number of uses before requiring servicing or emptying.
- 4.5. When non-mains units are used, provision for safe and hygienic removal of waste must be arranged, if necessary with a holding tank.

OBJECTIVE 5 - TOILET NUMBERS

- 5.1. The number of toilets required for an event will depend on the nature and duration of the event, the audience

ENVIRONMENTAL CODE

profile and the venue of the event.

- 5.2. The calculation of toilet numbers requires an estimation of participant and spectator numbers and the anticipated male: female ratio. When this ratio cannot be estimated, it is acceptable to work on a ratio (male to female) of 50:50.
- 5.3. The following factors must be considered in attempting to estimate the minimum number of toilets required:
 - (1) The duration of the event.
 - (2) Perceived spectator food and fluid consumption.
 - (3) Estimated toilet usage during breaks in the programme of events.
 - (4) Usage of temporary campsites.
 - (5) The provision of suitable facilities for children, the elderly and the infirm or disabled attending the event who may take longer to use the facility.
 - (6) Toilet inside a fenced venue with a no re-admission policy.
 - (7) Weather conditions and temperature.

EVENTS LONGER THAN 6 HOURS		EVENTS SHORTER THAN 6 HOURS	
FEMALE	MALE	FEMALE	MALE
1 Toilet per 100 females	1 Toilet per 500 males	1 Toilet per 120 females	1 Toilet per 600 males
	plus 1 urinal per 150 males		plus 1 urinal per 175 males

OBJECTIVE 6 - WASHING FACILITIES

- 6.1 Hand washing facilities should be provided in the ratio of one basin to 5 toilets and certainly not less than one basin per 10 toilets.
- 6.2 Hand drying facilities must be provided. If paper towels are to be used regular disposal and restocking must occur.
- 6.3 Where warm water hand washing facilities are available, adequate supplies of suitable soap must be supplied. Where warm water is not available, either antiseptic hand wipes or bactericidal soap should be provided.
- 6.4 If hand washing facilities are in the open, ensure that the surrounding ground does not become water logged and finally, flooded.
- 6.5 In events lasting longer than one day, consideration must be given to the provision of showers.

OBJECTIVE 7 - SANITARY PROVISION FOR PEOPLE WITH SPECIAL NEEDS

- 7.1. Appropriate sanitary accommodation must be provided for wheelchair users and other people with special needs.
- 7.2. Access to toilets must be considered. Supply fixed and stable ramps where appropriate.
- 7.3. Toilet facilities must be provided adjacent to areas set aside for spectators with special needs.
- 7.4. As a general rule, one toilet with hand washing facilities should be provided for every 75 people with special needs.

OBJECTIVE 8 - DISPOSAL OF SANITARY TOWELS AND NAPPIES

- 8.1. Sanitary towels or nappies may block sanitary facilities, therefore; clearly designated containers should be supplied for these articles. Arrangement must be made for the regular emptying of these containers.
- 8.2. If infants are expected, consideration must be given to providing baby changing facilities including receptacles for the hygienic disposal of nappies.

3. CAMPING

1. GENERAL

- 1.1 Camping may be an integral part of an event.
- 1.2 The camping area should be located within the area defined for the event.
- 1.3 The camping area must be incorporated in all event planning.
- 1.4 The camping site must be fully functional with all facilities at all times.
- 1.5 Camping sites must accommodate spectators, competitors and their crews, officials and service crews.
- 1.6 The opening and the closing time of the campsite must be stipulated.

2. CAMPSITE DESIGN

- 2.1 The camping area must be reasonably well drained and level.
- 2.2 Grass must be cut short to minimise any possibility of fire spread.

- 2.3 The campsite should be broken up into smaller discrete areas thus:
- 2.4 Providing an identifiable site for campers location.
- 2.5 Allowing for easy management of each area.
- 2.6 Allowing control of camping density in each area.
- 2.7 Providing ease of communication and dissemination of information in each area.
- 2.8 Consider providing a dedicated area for family camping.
- 2.9 The designation of separate camping areas can be achieved by the use of poles and barrier tape.
- 2.10 If possible, the layout of the camping site should provide for a catering and an entertainment area in the middle of the campsite with camping on the periphery of this area. Parking of motor vehicles should be beyond the camping area.
- 2.11 Safety at campsites must include the creation of barriers around ponds, ditches, rivers and electricity pylons.
- 2.12 Accidental contact between kites flown by spectators and tethered commercial balloons, with electricity pylons and high-tension wires must be prevented.

3. SITE DENSITIES

- 3.1 Experience at rock/pop events has revealed tent densities of up to 430 tents per hectare as a realistic standard.
- 3.2 At more family orientated events, utilising larger tents with more occupants, this density of 430 tents must be reduced by as much as 50%.
- 3.3 Separation distances must be provided between individual tents to prevent trip hazards and fire spread.

4. SEGREGATION OF TRANSPORT AND LIVE-IN VEHICLES

- 4.1 Camping areas must be separated from vehicle transport areas. This is to be done to reduce the risk of injury and property damage from:
 - 1. Cruising and joyriding.
 - 2. Vehicle fires
 - 3. Runaway vehicles.
- 4.2 The distance between vehicle parking areas and the campsite should be as short as possible. In the event that this is not possible, consideration must be given to providing internal transport services.
- 5 If vehicle parking is allowed within the confines of the campsite, tent density must be reduced to allow for access roads within the campsite.
- 6 Specific areas should be set aside for people with special needs who may utilise the campsite.
- 7 Specific areas should be set aside for live-in vehicles-caravans, camper vans, etc. These vehicles must not be allowed to be utilised for camping in vehicle parking areas.

5. INFORMATION AND LOGISTICS

- 5.1 Clear information on site regulations must be provided e.g. no unauthorised. P.A.S, no campfires, no music after midnight, etc, on tickets, on signboards, in brochures, etc.
- 5.2 Maps must be displayed around the campsite indicating the current location of the individual and the location of key facilities such as toilets, water points, ablution facilities, medical services, fire points, evacuation route, etc.
- 5.3 By breaking the full campsite into smaller, discrete areas, individual campers may be given notification of their camping area, improving access and movements around the campsite.
- 5.4 Supervisors must be available in the campsite from its opening. They are required to monitor the build up in the campsite and key facilities, such as toilets, fire prevention, water supply, alcohol and drug abuse.

6. CONTINGENCY PLANNING

- 6.1 Contingency planning should be in place to deal with:
 - 1. Adverse weather conditions.
 - 2. Failure of water supply
 - 3. Fire.
 - 4. Epidemic illness such as food poisoning.
 - 5. Any other condition that may require the site to be evacuated.
- 6.2 Campers with no or inadequate camping equipment may be refused entry to the campsite.

7. PUBLIC HEALTH

- 7.1 It is essential to ensure that food outlets and personal hygiene is satisfactory within a campsite to prevent outbreaks of food poisoning and other potentially dangerous diseases like cholera and meningitis.

ENVIRONMENTAL CODE

- 7.2 Adequate catering and vending services should be provided for the sale of basic provisions such as bread, fresh milk and vegetables etc.
- 7.3 Sites that have been used for animal grazing should be avoided as campsites. The bacteria E.COLI is present in all animal droppings and can survive for long periods in the environment.
- 7.4 Dogs must be prohibited from the campsite. Dogs might produce unnecessary health risks from fouling of the site and dog-bites. Furthermore, unrestrained or stray dogs are a nuisance.

8. CRIME

- 8.1 Campsites are ideal sites for theft.
- 8.2 Campsites should be adequately lit.
- 8.3 Campsites should be patrolled regularly to prevent both isolated petty and organised crime. Such patrols would also detect early outbreaks of fire and other hazardous occurrences.

9. FIRE SAFETY

- 9.1 Campfires are sources of human burns, tent fires and smoke pollution.
- 9.2 Communal fires may be a safer option.
- 9.3 If campfires are allowed, provide, on site, the sale of chopped wood and charcoal. This could prevent the destruction of surrounding natural vegetation.
- 9.4 The burning of substances that produce noxious fumes e.g. plastic must be prevented.
- 9.5 Fire services at campsites must include:
 - 1. The presence of trained fire marshals.
 - 2. Fire points where a fire alarm may be initiated. The availability of buckets and water at this point must be considered.
 - 3. An adequate provision of fire extinguishers.
 - 4. For large events, the provision of fire trucks.

10. PUBLIC TELEPHONE

24-hour public telephone availability should be provided.

11. SANITARY FACILITIES

- 11.1 Assess peak utilisation of sanitary facilities. This will usually be evening and early morning.
- 11.2 It is suggested that sanitary facilities, drinking water supplies, washing facilities and showers should be clustered together thus creating an easily identifiable location for all facilities.
- 11.3 Frequent monitoring, cleaning and re supplying of sanitary facilities must be carried out.

12. REFUSE

- 12.1 Refuse receptacles must be provided along walkways and access roads for vehicles, as well as at sanitary facilities, catering and cooking areas, etc.
- 12.2 Receptacles must be emptied frequently to prevent ground contamination and fire hazards.
- 12.3 Recycling points should be provided.

13. CAMPSITE LIGHTING

- 13.1 Adequate lighting must be provided to enable orientation at night.
- 13.2 Higher levels of lighting should be in place at toilet and catering areas, fire points etc.
- 13.3 The size and nature of the terrain must determine the type of lighting required.

14. ACCESS

- 14.1 Both vehicular and pedestrian roadways and walkways must be provided to and through campsites to ensure immediate access to emergency vehicles.
- 14.2 Pedestrian walkways must provide safe routes free of trip hazards, etc.

15. NOISE

Ensure that noise production is limited and does not disturb surrounding residents.

16. SOUND-NOISE AND VIBRATION

16.1 GENERAL

- 16.1.1 High sound levels can present a risk to hearing, for competitors, officials and spectators.
- 16.1.2 High levels of vibration may have serious consequences for the integrity of both temporary and permanent structures.
- 16.1.3 Both sound and vibration can lead to noise nuisance beyond the confines of the venue.
- 16.1.4 Any sound, if loud enough, can damage hearing. The damage caused results from a combination of

the dose energy of the sound and the duration of the exposure, the louder the sound; the shorter the exposure required to cause damage. Extremely high levels or impulses increase the risk of auditory damage, which may be immediate.

1. OBJECTIVE I - CONTROLLING SOUND AND VIBRATION LEVELS

1. Restrict the length of time that personnel are working in noisy conditions.
2. Restrict music levels.
3. Shield work areas from noise.
4. Ear protection to be worn in areas of noise exposure of 85 DB (A) or higher.

5. WASTE MANAGEMENT

Large quantities of waste will be generated at any event. Waste must be managed carefully to decrease the risk associated with its accumulation, collection and final disposal.

OBJECTIVE 1

The following waste will be generated:

- 1.1 Paper and cardboard packaging.
- 1.2 Food and drink containers and wrapping.
- 1.3 Leftover food debris.
- 1.4 Waste food from catering outlets.
- 1.5 Glass.
- 1.6 Plastics
- 1.7 Metal cans.
- 1.8 Other metal waste.
- 1.9 Clothing.
- 1.10 Human waste products including vomit, urine, faeces, sanitary towels and tampons.
- 1.11 Medical waste.
- 1.12 Remains of cooking and campfires.
- 1.13 Waste water from toilets, showers and hand basins.
- 1.14 Waste water from catering outlets.
- 1.15 Illegal needles from I.V.drug users.
- 1.16 Used tyres.
- 1.17 Used oil.
- 1.18 Cleaning rags.
- 1.19 Empty fuel cans.
- 1.20 Other automotive products.

OBJECTIVE 2 - WASTE HAZARDS

- 1.1 Injuries sustained by workers during collection and removal of waste.
- 1.2 Accumulations of waste, which may block emergency access routes or access routes around the venue.
- 1.3 Accidentally or purposely ignited waste creating a fire hazard to the entire venue.
- 1.4 The abuse of solid waste by spectators e.g. throwing of cans and bottles.
- 1.5 Vehicle movements on access roads within the venue collecting waste.
- 1.6 Waste attracting and breeding of insects and vermin. Promoting the environmental contamination, particularly ground and waters contamination, with heavy metals and other toxic substances.

OBJECTIVE 3 - WASTE GENERATION: AREAS AND TYPE

- 1.1. Waste generated and the type of waste generated will vary at different sites at the venue location.
- 1.2. The build up of waste will similarly vary.
- 1.3. This is of significance to the waste removal contractor as to scheduling times of waste removal.
- 1.4. Special attention must be paid to the following areas.
 - 1.4.1. Surrounding land and streets.
 - 1.4.2. Entrance and exists.
 - 1.4.3. Sanitary areas.
 - 1.4.4. Temporary or permanent medical centers.
 - 1.4.5. Catering areas.
 - 1.4.6. Campsite areas
 - 1.4.7. Parking areas.

ENVIRONMENTAL CODE

- 1.4.8. Entertainment areas.
- 1.4.9. Pits.
- 1.4.10. Paddock

OBJECTIVE 4 - METHODS OF COLLECTION

- 4.1. Waste collection from the venue may require a combination of the following processes:
 - 4.1.1. The picking up of the litter and the emptying of receptacles.
 - 4.1.2. The use of sweeper vehicles.
 - 4.1.3. The use of vacuum suction vehicles.
 - 4.1.4. The use of vacuum tankers for the collection of waste water.
 - 4.1.5. Other lorries, towing vehicles and trailers.
- 4.2. Special requirements such as access, height restrictions, vehicle parking and storage space and personnel accommodation and catering + toilet facilities must be discussed with venue management and waste removal contractors.
- 4.3. **WASTE RECEPTACLES:**
 - 4.3.1. Waste receptacles may be placed around the periphery of the venue or site, within the venue or in other appropriate areas.
 - 4.3.2. Care must be exercised in the choice, size and location of receptacles.
 - 4.3.3. Wheeled or similar containers are currently the most versatile. They are equipped with lids. They are easily positioned and manoeuvred.
 - 4.3.4. Steel drums, when full, are difficult to empty and manoeuvre. They serve as an attraction for bees and flies.
 - 4.3.5. Skips may be utilised but correct site planning is important for delivery and collection access, particularly in bad weather. They should be located distant to spectators. They are a fire hazard and require frequent monitoring.
 - 4.3.6. On site compactors may be utilised to reduce waste bulk.
 - 4.3.7. Front-end loaders may be required.

OBJECTIVE 5 - COLLECTION TIMES

Collection times must be scheduled with the waste contractor for before, during and after the event.

OBJECTIVE 6 - RECYCLING

Recycling of waste can be undertaken on site by the provision of different containers for specific waste e.g. glasses, cans, plastic. The effectiveness of such schemes is dependent on the willingness of competitors and spectators to use the available containers for their waste.

6. FACILITIES FOR PEOPLE WITH SPECIAL NEEDS

Consider service provision for people with:

- 6.1 Mobility problems including wheelchair users, Difficulty in walking, Impaired vision or hearing.

Event publicity should provide an event contact number where people with special needs can obtain information on site arrangements.

- 1.1 The design of a site or venue should provide for the accommodation of people with special needs. This must include easy access and easy means of escape in an emergency.
- 1.2 The number of wheelchairs that may be safely admitted depends on many factors including the structural and internal layout of the venue.
- 1.3 Wheelchair viewing areas in a seated area must allow for easy manoeuvring of a wheelchair. A manual wheelchair requires 0.9m width and 1.4m depth. An electric wheelchair requires more space.
- 2. **ACCESS**
- 2.1 Parking areas for people with special needs should be at the most directly accessible point to the areas set aside for wheelchair users.
- 2.2 Flat surfaces and ramps must be used to provide access from parking or drop of areas to viewing areas.
- 3. **RAMPS**
- 3.1 Ramps should have an easy gradient, not steeper than 1:12.
- 3.2 Ramps should have a level resting-place every 10m.
- 3.3 Ramps should have raised safety edges and handrails.

4. VIEWING AREAS

- 4.1 All person with any form of mobility problem should be located in an area where no standing spectators can obstruct their view or possibly, through crowd surges, overturn them.
- 4.2 A clear viewing area for disabled person should be established, using non-slip materials and with direct access to an exit.
- 4.3 Wheelchair users could be accommodated on an open area or raised terrace, with direct access to disabled toilets and catering and vending outlets.
- 4.4 The eye level of a wheelchair user is estimated as being between 1.1m and 1.25m.
- 4.5 Ensure that there is sufficient space for able-bodied persons accompanying wheelchair users.

5. FACILITIES

- 5.1 Catering and vending outlets must provide easy access to wheelchair users e.g. ramps, lower serving counters, etc.
- 5.2 It is suggested that one unisex toilet should be provided for every 75 wheelchair users.

6. PEOPLE WITH IMPAIRED VISION

- 6.1 People with impaired vision or colour perception may experience difficulty in recognising information signs, including fire safety signs.
- 6.2 Signs must be constructed and positioned in such a way that they are distinguishable and easily seen.
- 6.3 The admission of guide dogs should be allowed.

7. EVACUATION PROTOCOLS

1. Members of any spectator grouping may suffer from a range of disabilities which could include immobility or restricted mobility, epilepsy, impaired vision or hearing, mental health problems, etc. all of these conditions must be considered in drawing up disaster plans.
2. Both public address and electronic displays must be considered for the provision of information, including evacuation procedures in the event of a disaster.

7. ESTIMATION OF MEDICAL SERVICES REQUIRED FOR SPECTATORS

7.1 CALCULATION

- 7.1.1 Use the score sheet to assess the overall needs of the event.
- 7.1.2 Now utilise the underlying table to determine the personnel requirements.

SCORE	AMBULANCES	FIRST AIDERS	EMS PERSONNEL	PARAMEDIC DOCTOR	NURSING STAFF	OTHER
<20.	0	4	0	0	0	0
21 – 25	1	6	2	0	0	0
26 – 30	1	8	2	0	0	0
31 – 35	2	12	8	1	2	0
36 – 40	3	20	10	2	4	0
41 – 50	4	40	12	3	6	0
51 – 60	4	60	12	4	8	0
61 – 65	5	80	14	5	10	0
66 – 70	6	100	16	6	12	0
71 – 75	10	150	24	9	18	0
>75	15+	200+	35+	12+	24+	0

ESTIMATION OF MEDICAL SERVICES REQUIRED FOR SPECTATORS

ITEM	DETAILS	SCORE
1. Nature Of Event	Motorsport event	4
2. Venue	Indoor	1
	Stadium	2
	Outdoor in confined location	2
	Widespread public location in streets	4
	Temporary outdoor structures	4

ENVIRONMENTAL CODE

	Including overnight camping	5
3. Standing Or Seated	Seated	1
	Standing	3
	Mixed	2
4. Audience Profile	Full mix, not in family groups	3
	Predominantly young adults	3
	Full mix, rival factions	5
5. Past History Of Event And Venue	Good data, low casualty rate (less than 1%)	-1
	Good data, medium casualty rate (1-2%)	1
	Good data, high casualty rate (> 2%)	2
	No data	3
	First event	3
6. Expected Spectator Numbers	Less than 1 000	1
	Less than 3 000	2
	Less than 5 000	8
	Less than 10 000	12
	Less than 20 000	16
	Less than 30 000	20
	Less than 40 000	24
	Less than 60 000	28
	Less than 80 000	34
	Less than 100 000	42
	Less than 200 000	50
	Less than 300 000	58
7. Expected Queuing Time	Less than 4 hours	1
	More than 4 hours	2
	Less than 12 hours	3
8. Time Of Year	Summer	2
	Autumn	1
	Winter	2
	Spring	1
10. Profile Of Definitive Hospital	Choice of A and E departments	1
	Large A and E department (Level 1)	2
	Small A and E department (Level 2 or 3)	3
9. Nearest Appropriate Hospital	Less than 30 minutes by road	0
	More than 30 minutes by road	2
11. Additional Hazards	Carnival	1
	Helicopters	1
	Motorsport	1
	Parachute display	1
	Street theatre	1
12. Additional On Site Facilities	Suturing	-2
	x-ray	-2
	Minor surgery	-2

	Plaster immobilisation	-2
	Psychiatric. / G.P. Facilities	-2

25. CHILDREN

25.1 GENERAL

- 1.1. Provision of facilities for children must be considered even if the event is not targeted at children as they may accompany adults.
- 1.2. Ensure that the publicity material advertising the event identifies:
 1. That the event is suitable for children.
 2. That children must be accompanied by an adult, or not.
 3. That children under a certain age will not be allowed entry, or not.
- 1.3. Consider the following matters regarding children in relation to the event:
 1. Dedicated play areas
 2. Rides and activities, which are located outside of dedicated, play areas.
 3. Children with special needs.
 4. Activities involving early teenagers.
 5. Temporary facilities for the safe keeping of lost children.

25.2 PLANNING AND LIAISON

- 25.2.1 The presence of children at the event must be included in all contingency and disaster planning.
- 25.2.2 The presence of pushchairs and prams should not be overlooked in planning evacuation routes.
- 25.2.3 The location of dedicated children's areas must be identified to all officials.
- 25.2.4 The provision of a "mother and baby facility" for baby feeding and nappy changer must be considered.

25.3 DEDICATED PLAY AREAS

- 25.3.1 Ensure that these areas are managed by experienced and qualified personnel. Key points in this are:
 1. All helpers must be over 18 years of age.
 2. People with known histories of child related offences must not be involved.
 3. First aid equipment and trained personnel must be immediately available.
 4. All accidents must be recorded.

25.4 CHILD PROTECTION AT DEDICATED AREAS

The following matters must be addressed:

1. Children under the age of 8 years **must never be left unattended.**
 2. No children should ever be left in the care of a single attendant.
 3. No child should be allowed to leave either the event or the dedicated play area unless accompanied by a parent, member of family or known adult.
 4. Attendants in the dedicated play area are informed and aware of the potential problems related to the inappropriate handling or touching of children.
 5. Attendants are informed of the procedures for discipline and dealing with unco-operative children or their parents.
 6. Corporal punishment (smacking, slapping and shaking) is illegal.
 7. Any practice that threatens, frightens or humiliates children is forbidden.
 8. Dangerous behavior by children is forbidden.
 9. Attendants must be aware and on the lookout for unwelcome intruders and the presence of such a person must be notified to the authorities immediately.
 10. Attendants must not undertake to care for sick children.
- 25.5. **PROPOSED ACTIVITIES IN DEDICATED PLAY AREAS**
1. Available activities should be appropriate to the age of the children involved.
 2. Play equipment provided for children must be intrinsically safe and the use of the equipment must be supervised at all times.
 3. All materials should be clean, non-toxic and non-allergenic.
 4. If face painting is allowed, only the cheeks and or hands of children under the age of 4 years should be attempted and then, only with the parent's permission. Face painters conducting this practice for gain must produce evidence of public liability insurance and proof that they are using a reputable brand of non-allergenic, water based face paints. Parents must be informed on when and how to

ENVIRONMENTAL CODE

- remove face paints.
- 5. Children with special needs must not be overlooked.
- 25.6. **RIDES, AMUSEMENT AND OUTDOORS PLAY EQUIPMENT**
 - 1. Site rides and amusements are situated in a child friendly area.
 - 2. Rides must be appropriate to the age and size of the user.
 - 3. Jumping castles must be supervised at all times.
- 25.7. **LOST CHILDREN**
 - 1. Prepare a protocol for the receipt and safe keeping of lost children until re-united with parents or guardians.
 - 2. If a child is reluctant to go with a collecting parent or adult, seek a second opinion from the police.
 - 3. The parent or guardians' proof of identity, signature and contact details must be obtained before releasing the child.

MSA ENVIRONMENT CHECKLIST - ALL CATEGORIES

EVENT: _____

DATE OF EVENT: _____

ORGANISER: _____

CLERK OF THE COURSE: _____

MSA. ENVIRONMENTAL OFFICIAL: _____

VENUE: _____

	YES	NO	COMMENTS
1. WEATHER			
1. Previous rain.			
2. Presence of mud.			
3. Dry.			
4. Presence of dust.			
5. Rain during the event.			
2. ADVERTISING			
1. Utilisation of posters:			
2. Appropriateness of posters:			
3. Appropriate siting of posters:			
4. Method of attachment of posters:			
5. Time limit for removal of posters:			
6. Distribution of leaflets:			
1. By hand			
2. Placed on vehicles and motorcycles:			
3. Aerial advertising.			
3. TRAFFIC CONGESTION AND PARKING			
1. Advertising of routes to the event:			
2. Presence of single route to the event:			
3. Presence of multiple routes to the event:			
4. Traffic congestion on access roads:			
5. Traffic congestion at venue entrance:			
6. Parking areas adequate for number of cars:			
7. Surface of parking area:			
1. Tar:			
2. Gravel:			

3. Grass: Cut:			
Uncut:			
4. Sloping or flat surface:			
8. Separate entrance and exits:			
9. Security:			
10. Overflow parking:			
1. Illegal areas:			
2. Vulnerable areas:			
11. Traffic flow:			
1. Uncontrolled:			
2. Controlled:			
3. Between stages (Rally):			
12. Service crew parking:			
1. Designated:			
2. Individual choice:			
3. Easy access and exit:			
4. SPECTATOR AREAS			
1. Available disaster plan:			
2. Last updated:			
3. Has it been tested ?:			
4. Accommodation type:			
a. Concrete stands			
b. Wooden stands			
c. Temporary stands:			
d. Hospitality suites:			
e. Bomas + Lapas:			
f. Embankments:			
5. PERMANENT TOILETS			
1. In stands: Number:			
2. Free Standing: Number:			
3. Cleanliness:			
4. Provisioning:			
6. TEMPORARY TOILETS: Number:			
1. Type:			
2. Siting:			
3. Cleanliness:			
4. Provisioning:			
7. COMPETITOR/OFFICIALS TOILETS: Number:			
1. Type:			
2. Siting:			
3. Cleanliness:			
4. Provisioning:			
Competitor showers:			
8. FRESH DRINKING WATER:			
1. Competitor:			
2. Officials:			

ENVIRONMENTAL CODE

3. Spectators:			
9. SPECTATOR COOKING:			
1. Allowed:			
2. Prohibited:			
3. Any location:			
4. Set location:			
5. Ground protection:			
6. Fire extinguisher/ hose reel availability:			
7. Refuse bags:			
8. Refuse containers:			
10. CAMPSITE:			
1. Position:			
1. Inside Circuit:			
2. Outside Circuit:			
2. Access Roads:			
3. Parking of vehicles in campsite:			
1. Allowed:			
2. Prohibited:			
4. Entertainment area:			
Loudspeaker positions:			
5. Toilets:			
1. Permanent: Number:			
2. Temporary: Number:			
6. Ablution Facilities:			
1. Permanent: Number:			
2. Temporary: Number:			
3. Wash basins Number			
4. Electrified:			
5. Gas:			
7. Drinking water:			
1. Available Piped:			
Tanker			
2. Not – Available			
8. Cooking			
1. Centralised			
2. Gas			
3. Electricity:			
4. Open fires			
5. Individual fire:			
9. Camping areas:			
1. Designated.			
2. Free choice.			
10. Refuse collection.			
1. Permanent containers.			
2. Mobile containers.			
3. Plastic bags.			
11. Refuse removals			
1. Immediate			
2. Refuse dump and later removal			
12. Security			
1. Fire extinguishers			

2.	Security patrols			
3.	Campsite Office			
11. NOISE				
1.	Position of public address system			
1.	Paddock			
2.	Spectators			
2.	Loudness of P.A. system.			
3.	Time limits for practice/ racing.			
4.	Decibel reading categories:			
5.	Position of start:			
6.	Decibel reading start:			
7.	Decibel reading closest residential area:			
12. GROUND PROTECTION:				
1.	Designated wash bay area:			
2.	High pressure hoses:			
3.	Use of ground protection sheets:			
4.	Use of environmental mats (2005)			
5.	Secure fuel storage:			
6.	Disposal of fuel containers:			
7.	Separate containers for waste:			
8.	Waste containers on concrete floor:			
9.	Containers with sealed or funnel entry:			
10.	Non – Mechanical refuse containers:			
11.	Refuse dump on site:			
1.	Controlled area:			
2.	Frequency of removal:			
12.	Removal of hazardous waste:			
13.	Route markers arrows: Other:			
13. VENUE MAINTENANCE:				
1.	Is the venue well maintained:			
2.	Have alterations/additions been made:			
3.	Is building planned/in progress:			
4.	Tyre walls used:			
5.	Is there obvious damage around the route:			
14. VENUE / EVENT LOGBOOKS				
1.	Has the logbook been updated.			
2.	If there is no logbook, has a logbook been started:			

DATE: _____

SIGNATURE: _____

RATING: _____

GENERAL COMMENTS:

F1 GRAND PRIX CHAMPIONS

- 1950 Giuseppe Farina (I), Alfa Romeo
- 1951 Juan Manuel Fangio (RA), Alfa Romeo
- 1952 Alberto Ascari (I), Ferrari
- 1953 Alberto Ascari (I), Ferrari
- 1954 Juan Manuel Fangio (RA), Maserati and Mercedes-Benz
- 1955 Juan Manuel Fangio (RA), Mercedes-Benz
- 1956 Juan Manuel Fangio (RA), Ferrari
- 1957 Juan Manuel Fangio (RA), Maserati
- 1958 J.M. Hawthorn (GB), Ferrari
- 1959 Jack Brabham (Aus), Cooper
- 1960 Jack Brabham (Aus), Cooper
- 1961 Phil Hill (USA), Ferrari
- 1962 Graham Hill (GB), BRM
- 1963 Jim Clark (GB), Lotus
- 1964 John Surtees (GB), Ferrari
- 1965 Jim Clark (GB), Lotus
- 1966 Jack Brabham (Aus), Brabham
- 1967 Denny Hulme (NZ), Brabham
- 1968 Graham Hill (GB), Lotus
- 1969 Jackie Stewart (GB), Matra
- 1970 Jochen Rindt (A), Lotus *
- 1971 Jackie Stewart (GB), Tyrrell
- 1972 Emerson Fittipaldi (BR), Lotus
- 1973 Jackie Stewart (GB), Tyrrell
- 1974 Emerson Fittipaldi (BR), McLaren
- 1975 Niki Lauda (A), Ferrari
- 1976 James Hunt (GB), McLaren
- 1977 Niki Lauda (A), Ferrari
- 1978 Mario Andretti (USA), Lotus
- 1979 Jody Scheckter (ZA), Ferrari
- 1980 Alan Jones (Aus), Williams
- 1981 Nelson Piquet (BR), Brabham BMW
- 1982 Keke Rosberg (SF), Williams
- 1983 Nelson Piquet (BR), Brabham BMW
- 1984 Niki Lauda (A), Marlboro McLaren Tag
- 1985 Alain Prost (F), McLaren Tag
- 1986 Alain Prost (F), McLaren Tag
- 1987 Nelson Piquet (BR), Williams Honda
- 1988 Ayrton Senna (BR), McLaren Honda
- 1989 Alain Prost (F), McLaren Honda
- 1990 Ayrton Senna (BR), McLaren Honda
- 1991 Ayrton Senna (BR), McLaren Honda
- 1992 Nigel Mansell (GB), Williams Renault
- 1993 Alain Prost (F), Williams Renault
- 1994 Michael Schumacher (D), Benetton Ford
- 1995 Michael Schumacher (D), Benetton Ford
- 1996 Damon Hill (GB), Williams Renault
- 1997 Jacques Villeneuve (C), Williams Renault
- 1998 Mika Hakkinen (SF), McLaren Mercedes
- 1999 Mika Hakkinen (SF), McLaren Mercedes
- 2000 Michael Schumacher (D), Ferrari
- 2001 Michael Schumacher (D), Ferrari
- 2002 Michael Schumacher (D), Ferrari
- 2003 Michael Schumacher (D), Ferrari
- 2004 Michael Schumacher (D), Ferrari
- 2005 Fernando Alonso (S), Renault
- 2006 Fernando Alonso (S), Renault

* Declared Champion Posthumously

MOTORCYCLE WORLD CHAMPIONS

ROAD RACING

	50cm ³	125cm ³	250cm ³	350cm ³	500cm ³
1949		N. Pagani	B. Ruffo	F. Frith	L. Graham
1950		B. Ruffo	D. Ambrosini	B. Foster	U. Masetti
1951		C. Ubbiali	B. Ruffo	G. Duke	G. Duke
1952		C. Sandford	E. Lorenzetti	G. Duke	U. Masetti
1953		W. Haas	W. Haas	F. Anderson	G. Duke
1954		R. Hollaus	W. Haas	F. Anderson	G. Duke
1955		C. Ubbiali	H. Muller	W. Lomas	G. Duke
1956		C. Ubbiali	C. Ubbiali	W. Lomas	J. Surtees
1957		T. Provini	C. Sandford	K. Campbell	L. Liberati
1958		C. Ubbiali	T. Provini	J. Surtees	J. Surtees
1959		C. Ubbiali	C. Ubbiali	J. Surtees	J. Surtees
1960		C. Ubbiali	C. Ubbiali	J. Surtees	J. Surtees
1961		T. Phillis	M. Hailwood	G. Hocking	G. Hocking
1962	E. Degner	L. Taveri	J. Redman	J. Redman	M. Hailwood
1963	H. Anderson	H. Anderson	J. Redman	J. Redman	M. Hailwood
1964	H. Anderson	L. Taveri	P. Read	J. Redman	M. Hailwood
1965	R. Bryans	H. Anderson	P. Read	J. Redman	M. Hailwood
1966	H. Anscheidt	L. Taveri	M. Hailwood	M. Hailwood	G. Agostini
1967	H. Anscheidt	B. Ivy	M. Hailwood	M. Hailwood	G. Agostini
1968	H. Anscheidt	P. Read	P. Read	G. Agostini	G. Agostini
1969	A. Nieto	D. Simmonds	K. Carruthers	G. Agostini	G. Agostini
1970	A. Nieto	D. Braun	R. Gould	G. Agostini	G. Agostini
1971	J. de Vries	A. Nieto	P. Read	G. Agostini	G. Agostini
1972	A. Nieto	A. Nieto	J. Saarinnen	G. Agostini	G. Agostini
1973	J. de Vries	K. Anderson	D. Braun	G. Agostini	P. Read
1974	H. van Kesse	K. Anderson	W. Villa	G. Agostini	P. Read
1975	A. Nieto	P. Pileri	W. Villa	J. Cecotto	G. Agostini
1976	A. Nieto	P. Bianchi	W. Villa	W. Villa	B. Sheene
1977	A. Nieto	P. Bianchi	M. Lega	T. Katayama	B. Sheene
1978	R. Tormo	E. Lazzarini	K. Ballington	K. Ballington	K. Roberts
1979	E. Lazzarini	A. Nieto	K. Ballington	K. Ballington	K. Roberts
1980	E. Lazzarini	P. Bianchi	A. Mang	J. Ekerold	K. Roberts
1981	R. Tormo	A. Nieto	A. Mang	A. Mang	M. Lucchinelli
1982	S. Dorflinger	A. Nieto	J. Tournadre	A. Mang	F. Uncini
1983	S. Dorflinger	A. Nieto	C. Lavado	-	F. Spencer
1984	S. Dorflinger	A. Nieto	C. Sarron	-	E. Lawson
1985	S. Dorflinger	F. Gresini	F. Spencer	-	F. Spencer
1986	J. Martinez	L. Cadalora	C. Lavado	-	E. Lawson
1987	J. Martinez	F. Gresini	A. Mang	-	W. Gardner
1988	J. Martinez	J. Martinez	S. Pons	-	E. Lawson
1989	M. Herreros	A. Criville	S. Pons	-	E. Lawson
1990	-	L. Capirossi	J. Kocinski	-	W. Rainey
1991	-	L. Capirossi	L. Cadalora	-	W. Rainey
1992	-	A. Gramigni	L. Cadalora	-	W. Rainey
1993	-	D. Raudies	T. Harada	-	K. Schwantz
1994	-	K. Sakata	M. Biaggi	-	M. Doohan
1995	-	H. Aoki	M. Biaggi	-	M. Doohan
1996	-	H. Aoki	M. Biaggi	-	M. Doohan
1997	-	V. Rossi	M. Biaggi	-	M. Doohan
1998	-	K. Sakata	L. Capirossi	-	M. Doohan
1999	-	E. Alzamora	V. Rossi	-	A. Criville
2000	-	R. Locatelli	O. Jacque	-	K. Roberts
2001	-	M. Poggiali	D. Kato	-	V. Rossi
2002	-	A. Vincent	M. Melandri	-	V. Rossi (Moto GP)
2003	-	D. Pedrosa	M. Poggiali	-	V. Rossi (Moto GP)
2004	-	A. Dovizioso	D. Pedrosa	-	V. Rossi (Moto GP)
2005	-	T. Luthi	D. Pedrosa	-	V. Rossi (Moto GP)
2006	-	A. Bautista	J. Lorenzo	-	N. Hayden (Moto GP)

MOTOCROSS WORLD CHAMPIONS

	125cm ³	250cm ³	500cm ³
1957			B. Nilsson
1958			R. Baeten
1959			S. Lundin
1960			B. Nilsson
1961			S. Lundin
1962		T. Hallman	R. Tibblin
1963		T. Hallman	R. Tibblin
1964		J. Robert	J. Smith
1965		V. Arbekov	J. Smith
1966		T. Hallman	P. Friedrichs
1967		T. Hallman	P. Friedrichs
1968		J. Robert	P. Friedrichs
1969		J. Robert	B. Aberg
1970		J. Robert	B. Aberg
1971		J. Robert	R. de Coster
1972		J. Robert	R. de Coster
1973		H. Andersson	R. de Coster
1974		G. Moisseev	H. Mikkola
1975	G. Rahier	H. Everts	R. de Coster
1976	G. Rahier	H. Mikkola	R. de Coster
1977	G. Rahier	G. Moisseev	H. Mikkola
1978	A. Watanabe	G. Moisseev	H. Mikkola
1979	H. Everts	H. Carlqvist	G. Noyce
1980	H. Everts	G. Jobe	A. Malherbe
1981	H. Everts	N. Hudson	A. Malherbe
1982	E. Geboers	D. Laporte	B. Lackey
1983	E. Geboers	G. Jobe	H. Carlqvist
1984	M. Rinaldi	H. Kinigadner	A. Malherbe
1985	P. Vehkonen	H. Kinigadner	D. Thorpe
1986	D. Strijbos	J. Vimond	D. Thorpe
1987	J. v.d. Berk	E. Geboers	G. Jobe
1988	J. Bayle	J. v.d. Berk	E. Geboers
1989	T. Parker	J. Bayle	D. Thorpe
1990	D. Schmit	A. Puzar	E. Geboers
1991	S. Everts	T. Parker	G. Jobe
1992	G. Albertyn	D. Schmit	G. Jobe
1993	P. Tragter	G. Albertyn	J. Martens
1994	B. Moore	G. Albertyn	M. Hanson
1995	A. Puzar	S. Everts	J. Smets
1996	S. Tortelli	S. Everts	S. King
1997	A. Chiodi	S. Everts	J. Smets
1998	A. Chiodi	S. Tortelli	J. Smets
1999	A. Chiodi	F. Bolley	A. Bartolini
2000	G. Langston	F. Bolley	J. Smets
2001	J. Dobb	M. Pichon	S. Everts
2002	M. Maschio	M. Pichon	S. Everts
2003	S. Ramon	S. Everts	J. Smets
2004	S. Everts (MX1)	B. Townley (MX2)	Y. Demaria (MX3)
2005	S. Everts (MX1)	A. Carolini (MX2)	S. Breugelmanns (MX3)
2006	S. Everts (MX1)	C. Pourcel (MX2)	Y. Demaria (MX3)

SA MOTORSPORT CHAMPIONS

SA MOTOR RACING DRIVERS CHAMPIONSHIP

1953	D.H. Duff	1971	D.W. Charlton
1954	D.E. Jennings	1972	D.W. Charlton
1955	F. Brodie	1973	D.W. Charlton
1956	D.E. Jennings	1974	D.W. Charlton
1957	I.J. Fraser-Jones	1975	D.W. Charlton
1958	I.J. Fraser-Jones	1976	I. Scheckter
1959	S. van der Vyver	1977	I. Scheckter
1960	S. van der Vyver	1978	I. Scheckter
1961	E. Pieterse	1979	I. Scheckter
1962	N. Lederle	1980	T. Martin
1963	J. Love	1981	B. Tilanus
1964	J. Love	1982	G. Duxbury
1965	J. Love	1983	I. Scheckter
1966	J. Love	1984	I. Scheckter
1967	J. Love	1985	T. van Rooyen
1969	J. Love	1986	W. Taylor
1970	D.W. Charlton	1987	Discontinued

SA DRIVERS CHAMPIONSHIP

1990	A. Taylor	1996	M. Jurgens
1991	M. Briggs	1997	J. Smith
1992	S. van der Linde	1998	J. Smith
1993	D. Vos	1999	J. Fourie
1994	M. dos Santos	2000	Discontinued
1995	E. van der Linde		

SA SALOON CAR CHAMPIONSHIP

1964	J. Swanepoel	1989	J. Coetzee
1965	J.R. Olthoff	1990	J. Coetzee
1966	B.V. van Rooyen	1991	T. Moss
1967	B.V. van Rooyen	1992	D. Joubert
1968	A.W. Porter	1993	T. Moss
1969	P. Gough	1994	S. van der Merwe
1970	G. Mortimer	1995	M. Briggs
1971-1983	Discontinued	1996	T. Moss
1984	H. van der Linde	1997	G. de Villiers
1985	H. van der Linde	1998	G. de Villiers
1986	H. van der Linde	1999	G. de Villiers
1987	J. Coetzee	2000	Discontinued
1988	P. Lanz		

SA SPORTS CAR CHAMPIONSHIP

1964	Dr. D. Gouws	1967	J.R. Olthoff
1965	P. Gough	1968	J. Holmes
1966	J.R. Olthoff	1969	Discontinued

SA CHAMPIONS

SA PRODUCTION CAR CHAMPIONSHIP

1987	B. Morgenrood	1998	S. Watson-Smith
1988	T. Viana	1998	C. Weston (Junior)
1989	N. Brink	1999	L. Boshoff
1990	G. McCleery	2000	M. Steyn
1991	M. Briggs	2001	S. van der Linde
1992	S. Watson-Smith	2002	S. van der Linde
1993	S. Wyndham	2003	L. Boshoff
1994	G. de Villiers	2004	S. van der Linde
1995	C. Alchin	2005	A. Taylor
1996	D. Juby	2006	TBA
1997	S. Watson-Smith		

SA GROUP N / PRODUCTION CAR MANUFACTURERS CHAMPIONSHIP

1988	Delta	1998	Opel
1989	Delta	1999	Opel
1990	Delta	2000	Opel
1991	Delta	2001	Opel
1992	Delta	2002	Honda
1993	Opel	2003	Honda
1994	Opel	2004	BMW
1995	Opel	2005	Mini
1996	Honda	2006	TBA
1997	Opel		

SA PRODUCTION CAR JUNIOR CHAMPIONSHIP

2002	Dave Compton	2005	E. Schoenknecht
2003	D. Murphy	2006	TBA
2004	Dave Compton		

SA GROUP 1 / GROUP A CHAMPIONSHIP

1977	Group 1	Mrs J. Charlton & S.D. van der Merwe	1981	Discontinued
1978		G. Piazza-Musso	1985	Group A T. Oosthuizen
1979		G. Piazza-Musso	1986	Group A D. Nolte
1980		B. van Noord	1987	Discontinued

SA TOURING CAR CHAMPIONSHIP

1994		S. van der Linde	1997	G. de Villiers
1995	Class A	M. Briggs	1998	G. de Villiers
1995	Class B	D. Vos	1999	G. de Villiers
1996	Class A	T. Moss	2000	G. de Villiers
1996	Class B	H. Lategan	2001	Discontinued

SA TOURING CAR MANUFACTURERS CHAMPIONSHIP

1994	BMW	1998	Nissan
1995	Toyota	1999	Nissan
1996	BMW	2000	Nissan
1997	Nissan	2001	Discontinued

SA MODIFIED SALOON CAR CHAMPIONSHIP

1994		S.D. van der Merwe	1999	Class B	R. du Plessis
1995		C. Wilken	2000		R. du Plessis
1996	Challenge	B. Morgenrood	2001		S. van der Merwe
1996	Cup	C. Williams	2002		J. Fourie
1997	Class A	B. Morgenrood	2003		J. Fourie
1997	Class B	L. Dunkerley	2004		J. Fourie
1998	Class A	G. Formato	2005		G. van Schalkwyk
1998	Class B	N. Rossouw	2006		TBA
1999	Class A	G. Formato			

SA ONE-MAKE SERIES CHAMPIONSHIP

2001	G. Nathan (Polo Cup)	2004	M. Stephen (VW Cup)
2002	T. Sipuka (VW Cup)	2005	R. Briggs (VW Cup)
2003	T. Sipuka (VW Cup)	2006	TBA

SA SPORTS PROTOTYPE CHAMPIONSHIP

1999	F. Gerber	2003	N. Lobb
2000	F. Gerber	2004	G. Waberski
2001	G. Ferreira	2005	N. Lobb
2002	B. Tilanus	2006	TBA.

SA FORMULA GTi CHAMPIONSHIP

1989	B. Mann	1997	J. Smith
1990	A. Taylor	1998	J. Smith
1991	M. Briggs	1999	J. Smith
1992	S. van der Linde	2000	M. da Cunha (Challenge Series)
1993	D. Vos	2001	D. Knezovich (Challenge Series)
1994	M. dos Santos	2002	M. da Cunha (Challenge Series)
1995	E. van der Linde	2003	Discontinued
1996	M. Jurgens		

SA FORMULA FORD CHAMPIONSHIP

1971	R. Sterne	1990	C. Piazza-Musso
1972	R. Sterne	1991	I. Hertz
1973	K. Gray	1992	J. Scheckter
1974	B. Tilanus	1993	H. Lategan
1975	R.J. Scott	1994	N. Collins
1976	Mrs D. Wilson	1995	G. Heimann
1978	M. Hoffman	1996	M. Gleed
1979	G. Duxbury	1997	G. Orbell
1980	J. du Plessis	1998	J. Fourie
1981	B. Neunborn	1999	J. Fourie
1982	M. Keyser	2000	S. Simpson
1983	R. Noffke	2001	J. du Toit
1984	B. Mann	2002	M. Jurgens
1985	B. Mann	2003	M. Jurgens
1986	B. Mann	2004	R. Wolk
1987	B. Smith	2005	R. Wolk
1988	B. Mann	2006	TBA
1989	D. Joubert		

SA CHAMPIONS

SA FORMULA VEE CHAMPIONSHIP

1968	P. Farrell	1988	J. Gericke
1969	T. Townsend	1989	J. Gericke
1970	S. Taylor	1990	H. Lategan
1971	G.S. van Straaten	1991	H. Lategan
1972	P. Haller	1992	D. dos Santos
1973	Miss J. Wilter	1993	T. Stevenson
1974	J. Knez	1994	E. van der Linde
1975	U. Petersohn	1995	J. Smith
1976	P. Morrison	1996	G. Gouws
1977	B. Smith	1997	A. Taylor
1978	G. Gouws	1998	A. Taylor
1979	K. Heath	1999	P. Hills
1980	P. Foy	2000	D. Johns (Challenge Series)
1981	S. Levin	2001	L. Thompson (Challenge Series)
1982	G. Thornton	2002	T. Smith
1983	G. Thornton	2003	D. Veringer
1984	G. Gouws	2004	S. Grobler
1985	P. Kernick	2005	A. Holm
1986	K. Janisch	2006	TBA
1987	M. Frankle		

SA FORMULA ONE MOTORCYCLE CHAMPIONSHIP

1978	S. Fourie	1982	R. Gray
1979	K. Zeeman	1983	R. Gray
1980	J. van Altena	1984	D. Hiscock
1981	J. van Altena	1985	Discontinued

SA RACING MOTORCYCLE CHAMPIONSHIP

1950	B.P. Castellani 500 cm ³	1959	J.H. Stander 250 cm ³
1950	C.J. Hurst 350 cm ³	1960	G. Hocking 500 cm ³
1950	B. Ferreira 250 cm ³	1960	J. Redman 350 cm ³
1951	G. Anderson 500 cm ³	1960	C.A. Randall 250 cm ³
1951	L. Zeeman 350 cm ³	1961	R.M. Moore 500 cm ³
1951	B. Ferreira 250 cm ³	1961	E.R.H. Cowan 350 cm ³
1952	G. Anderson & R.A. Allison 500 cm ³	1961	S. Wilson 250 cm ³
1952	C.J. Hurst 350 cm ³	1962	Paddy Driver 500 cm ³
1952	B. Ferreira & E. Grant 250 cm ³	1962	B.G. Beale 350 cm ³
1953	G. Anderson 500 cm ³	1962	J. Redman 250 cm ³
1953	H. Theron 350 cm ³	1963	D. West 500 cm ³
1953	B. Ferreira 250 cm ³	1963	G.E. Smyth 350 cm ³
1954	No Champion	1963	J.H. Stander 250 cm ³
1955	No Champion	1964	B.W. Marriner 500 cm ³
1956	D. Joubert 500 cm ³	1964	B. Duncan 350 cm ³
1956	J.H. Stander 350 cm ³	1964	J. Gwillam 250 cm ³
1956	G. Burgess 250 cm ³	1965	R. Richards 500 cm ³
1957	B.P. Castellani 500cm ³	1965	K. Crawford 350 cm ³
1957	J. Redman 350 cm ³	1965	J. Gwillam 250 cm ³
1957	G.Burgess 250cm ³	1966	E. Cowan 500 cm ³
1958	No Qualifiers 500 cm ³	1966	B. Duncan 350 cm ³
1958	D. Chadwick (<i>England</i>) 350 cm ³	1966	T.F. Johns 250 cm ³
1958	M. Hailwood (<i>England</i>) 250 cm ³	1967	O. Howard 1000 cm ³
1959	S.G. Setaro 500 cm ³	1967	J. Boshoff 350 cm ³
1959	J. Gray 350 cm ³	1967	T.F. Johns 250 cm ³

1968	G. Cruse 350 cm ³	1977	R Borain 500 cm ³
1968	J. Boshoff 250 cm ³	1977	R. Nesbitt 250 cm ³
1968	O. Howard 1000 cm ³	1978	R. Gray Formula 1000
1969	P. Aitken 1000 cm ³	1978	K. Hellyer 250 cm ³
1969	F.E. van Niekerk 350 cm ³	1979	P. Ekerold 250 cm ³
1969	O. Howard 250 cm ³	1980	J. Scott 250 cm ³
1970	G. Cruse 1000 cm ³	1981	K. Hellyer 250 cm ³
1970	J. Boshoff 350 cm ³	1982	M. Rademeyer 250 cm ³
1970	O. Howard 250 cm ³	1983	M. Rademeyer 250 cm ³
1971	L. van Breda 1000 cm ³	1984	J. Rodger 250 cm ³
1971	K. Zeeman 350 cm ³	1985	R. Wood 250 cm ³
1971	J. Boshoff 250cm ³	1986	R. Wood 250 cm ³
1972	H. Ballington Unlimited	1987	R. Wood 250 cm ³
1972	M. Fogg 350 cm ³	1988	D. Emond 250 cm ³
1972	M. Fogg 250 cm ³	1989	R. Wood 250 cm ³
1973	L. van Breda Formula 750	1990	R. Wood 250 cm ³
1973	A. North 350 cm ³	1991	T. Crookes 250 cm ³
1973	J. Boshoff 250 cm ³	1992	M. Paetzold 250 cm ³
1974	R Gray 250 cm ³	1993	M. Paetzold 250cm ³
1974	D. Crammond 350 cm ³	1994	R. Wood 250 cm ³
1974	L. van Breda Formula 750	1994	S. Norval 125 cm ³
1975	P. Labuschagne 250 cm ³	1995	R. Wood 250 cm ³
1976	L. van Breda Formula 1000	1995	B. MacLeod 125 cm ³
1976	R. Borain 350 cm ³	1996	S. Norval 250 cm ³
1976	R. Nesbitt 250 cm ³	1997	Discontinued
1977	D. du Plooy Formula 1000		

SA PRODUCTION MOTORCYCLE CHAMPIONSHIP

1971	J. Boshoff	1985	575	J. Thomas
1972	M. Crawford		750	D. Hiscock
1973	F.E. van Niekerk		Unlimited	D. Hiscock
1974	A. North	1986	575	D. Bristol
1975	R. Gray		750	D. Hiscock
1976	K. Hellyer		Unlimited	D. Hiscock
1977	M. Cameron	1987	400	G. Ramsay
1978	D. Woolley & A. Buys		600	R. Petersen
1979	D. Anderson		750	W. Heaseman
1980	D. Petersen	1988	400	T. Crookes
1981	M. Crawford		600	D. Bristol
1982	560		750	W. Heaseman
	750			
	1000	1989	400	G. Ramsay
	560		600	G. Ramsay
	560	1990	400	M. Paetzold
1983	560		600	Discontinued
	750	1991	400	No Championship
	Superbike		600	No Championship
1984	575			
	750			
	Superbike			

* Declared Champion Posthumously

SA CHAMPIONS

SA SUPERBIKE CHAMPIONSHIP

1990		M. Paetzold	2000	600cc	S. Macleod
1991		No Champion		Manufacturer	Yamaha
1992	400cc	M. Paetzold	2001	600cc	G. Dreyer
	Unlimited	R. Wood		Manufacturer	Yamaha
1993	400cc	G. van Breda	2002	600cc	R. Wood
	Unlimited	G. Dreyer		Manufacturer	Suzuki
1994	400cc	G. van Breda	2003	600cc	R. Wood
	Unlimited	G. Dreyer		Manufacturer	Yamaha
1995	Unlimited	G. Dreyer	2004	1000cc	H. Kennaugh
1996	600cc	G. Dreyer		Manufacturer	Suzuki
1997	600cc	R. Wood	2005	1000cc	S. Morais
	Manufacturer	Honda		Manufacturer	Suzuki
1998	600cc	B. Macleod	2006	TBA	
	Manufacturer	Suzuki			
1999	600cc	R. Wood			
	Manufacturer	Honda			

SA SHORT CIRCUIT MOTORCYCLE CHAMPIONSHIP

1987	50cm ³	L. Webb		Super Single	C. Kennerley
	125cm ³	J. Zietsman	1991	50cm ³	B. Crookes
	Super Single	T. Crookes		125cm ³	M. Maritz
1988	50cm ³	K. Robertson		Super Single	C. Kennerley
	125cm ³	F. Mendes	1992	50cm ³	C. Maas
	Super Single	B. v.d. Stadt		125cm ³	B. Crookes
1989	50cm ³	H. Bezuidenhout		Super Single	M. Dickinson
	125cm ³	F. Mendez	1993	50cm ³	D. Ekerold
	Super Single	C. Kennerley		125cm ³	S. Norval
1990	50cm ³	K. Robertson		Super Single	M. Dickinson
	125cm ³	T. Algie	1994	Discontinued	

SA KARTING CHAMPIONSHIP

1971	V	N. Gordon-Watson		250 INT	K. Dysson
	Prototype	R. Marsh	1976	1 Stock	A. Steenkamp
1972	1 Stock	B. Brouwmeester		100 INT	G. Blankfield
	100 INT	C. Heinz-Peters		250 INT	B. Penny
	111	A. Atwill	1977	1 Stock	R.D.W.B. Mills
	V	H. Tiedeman		100 INT	D. Irving
	Prototype	G. Cohen		250 INT	K. Dyson
1973	1 Stock	J.F. Kothe	1978	Endurance	T. Nel
	100 INT	C. Heinz-Peters		250 INT	D. Irving
	Prototype	G. Cohen		100 Stock	N. Stephen
	111	D. Irving	1979	100 Stock	M. de Nobrega
	V	D. Harvey		100 INT	B. Taylor
1974	100 INT	C. Heinz-Peters		250 INT	D. Irving
	1 Stock	E. Izzard	1980	100 Stock	M. de Nobrega
	V	A. Jones		100 INT	C. Baron
1975	1 Stock	R.W. Turner		125 INT	E. Murray
	100 INT	C. Heinz-Peters		100 INT	E. Roos
	111	A. Moore		125 NAT	C. Scribante

SA CHAMPIONS

1981	250 INT	D. Irving	Formula 100	B. Ingle
	100 Stock	K. Jarvis	125 GP	J. Joos
	125 NAT	E. Murray	Superkarts	P. Jacquet
	100 NAT	C. Baron	GP Junior	H. van Beek
	250 INT	A. Ellis	100 Stock	G. Cronje
1982	100 Stock	D. Joubert	100 Super	J. Fourie
	125 NAT	E. Murray	Formula 100	D. Valente
	100 INT	D. Irving	125 GP	S. Scribante
	250 INT	W. Nelson	Superkarts	D. Irving
1983	100 Stock	H. Cowie	Junior GP	R. Wolk
	125 NAT	E. Murray	100 Stock	M. Human
	100 INT	G. Mills	Formula 100	C. Piazza-Musso
	250 INT	D. Mulder	100 Super	M. Steyn
1984	100 Stock	C. Jeffries	Junior GP	A. van Niekerk
	125 NAT	E. Murray	100 Stock	L. Poulter
	100 INT	C. Peters	Formula 100	M. van Niekerk
	250 INT	J. Germmel	100 Super	B. Roos
1985	100 Stock	J. Renton	125 GP	A. Scribante
	125 NAT	W. Nelson	Formula E	M. Angel
	100 INT	C. Wentzel	Junior GP	R. Wolk
	250 INT	D. Coetzer	100 Stock	C. van Niekerk
1986	100 Stock	W. Dolinschek	Formula 100	M. van Niekerk
	125 NAT	C. Durao	125 GP	J. Price
	100 INT	J. Renton	100 Super	G. Cronje
	250 INT	D. Irving	Formula E	M. Angel
1987	100 Stock	L. Burford	Junior GP	W. Orr
	125 NAT	C. Piazza-Musso	100 Stock	L. Poulter
	100 INT	C. Scribante	Formula 100	S. Ridgeway
	250 INT	N. Bernic	100 Super	R. Parr
1988	100 Stock	L. Burford	100 Super Prem D.	Williams
	125 NAT	E. Roos	125 GP	S. Scribante
	100 INT	E. Murray	125 Promo	G. Stephen
	250 INT	N. Bernic	250 Superkarts	M. Angel
1989	100 Stock	H. Groenewald	Junior GP	W. Orr
	125 GP	S. Scribante	Formula 100	C. Piazza-Musso
	Formula E	D. Irving	100 Super	G. Cronje
1990	100 Stock	M. Jurgens	125 GP	G. Stephen
	100 INT	C. Piazza-Musso	125 Promo	L. Poulter
	125 NAT	D. Irving	100 Stock	M. Murray
	250 INT	D. Irving	250 Superkarts	K. Bennet
1991	100 Clubmans	P. Jacquet	Junior GP	L. Calkoen
	100 Stock	B. Roos	Formula 100	C. Piazza-Musso
1991	100 INT	A. Markham	100 Super	R. Briggs
	GP Junior	D. Knezovich	125 GP	L. Lucchesi
	125 NAT	E. Murray	125 Promo	M. Cronje
	250 INT	D. Irving	100 Stock	W. Orr
1992	GP Junior	D. Hogg	250 Superkarts	Discontinued
	100 H.School	A. Turnbull	Junior GP	R. Hayward
	Formula 100	A. Vryenhoek	Formula 100	R. Briggs
	100 Super	M. Jurgens	100 Super	R. Wolk
	100 INT	B. Ingle	125 GP	G. Cronje
	GP	E. Murray	100 Stock	W. Orr
	Superkarts	D. Irving	Junior GP	W. Steel (Class champion)
1993	GP Junior	D. Knezovich	Formula 100	G. Barkhuizen (C/champion)
	100 Stock	M. Steyn	125 Max	M. Stephen (Class Champion)
	100 Super	M. Jurgens	100 Super	R. Briggs

SA CHAMPIONS

2003	125 GP	L. Poulter	2005	Cadette	D. Binder
	100 Stocks	J. Vilaca (Class champion)		GP Jnr	M. Licen
	Junior GP	C. Bright		Mini Max	T. Williams
	Formula 100	M. Stephen		Jnr Max	W. Botha
	100 Super	M. Stephen		Max Challenge	M. Hodges
2004	125 GP	J. Auby	2006	Rok	L. Poulter
	100 Stocks	C. Cuyler		Jnr Rok	K. Mitchell
	Cadette	B. Binder		TBA	
	GP Jnr	G. Conradie			
	Mini Max	T. Williams			
	Jnr Max	R. Odendaal			
	Stock	C. Cuyler			
	Power Stock	M. Stephen			
	125 GP	M. van Rooyen			
	Max Challenge	W. Orr			
Max 172	S. Ridgeway				

SA KARTING ENDURANCE CHAMPIONSHIP

1970	R. Hall	1975	P. Holland & T. Kilburn
1971	A. Watson	1976	B. Louw
1972	R. Marsh	1977	T. Martin & B. Penny
1973	D. Harvey	1978	Discontinued
1974	T. Cape		

FORMULA K INTERNATIONAL CIK OPEN ALL AFRICAN CHAMPIONSHIP

1981	A INT	T. Zoserl (Austria)	1982	A INT	D. Irving (SA)
	E INT	L. Bohlin (Sweden)		E INT	L. Bohlin (Sweden)
1983	A INT	B. Schneider (Germany)	1985	A INT	F. Eglen (Holland)
	E INT	D. Irving (SA)		E INT	D. Irving (SA)
1984	A INT	M. Bott (Germany)	1986	A INT	P. Guedel (Switzerland)
	E INT	B. Heerey (UK)		E INT	N. Bernic (SA)

SA RALLY DRIVERS CHAMPIONSHIP

1960	E.L. van Bergen	1977	S.D. van der Merwe
1961	P.B. Muhl	1978	S.D. van der Merwe
1962	P.B. Muhl	1979	S.D. van der Merwe
1963	A.J. Hettema	1980	S.D. van der Merwe
1964	E.L. van Bergen	1981	S.D. van der Merwe
1965	E.L. van Bergen	1982	S.D. van der Merwe
1966	F.B.K. Tucker	1983	S.D. van der Merwe
1967	A.J. Hettema	1984	S.D. van der Merwe
1968	A.J. Hettema	1985	S.D. van der Merwe
1969	A.J. Hettema	1986	H. Grobler
1970	E.L. van Bergen	1987	G.W. Mortimer
1971	L.B. Odendaal	1988	S.D. van der Merwe
1972	L.B. Odendaal	1989	S. Damseaux
1973	L.J.C. Cloete	1990	G. Hall
1974	L.H. Fekken (Declared Champion Posthumously)	1991	H. Grobler
1975	S.D. van der Merwe	1992	S. Damseaux
1976	A.J. Hettema	1993	S. Damseaux

1994	S. Damseaux	2002	J. Habig
1995	S. Damseaux	2003	S. Damseaux
1996	S. Damseaux	2004	S. Damseaux
1997	J. Habig	2005	J. Habig
1998	S. Damseaux	2006	TBA
1999	J. Habig		
2000	S. Damseaux		
2001	J. Habig		

SA RALLY CO-DRIVERS CHAMPIONSHIP

1960	M.A. van Niekerk	1985	F. Boshoff
1961	R.R. Muhl	1986	P. Swanepoel
1962	R.R. Muhl	1987	F. Boshoff
1963	R.R. Muhl	1988	F. Boshoff
1964	S.R. Wakely-Smith	1989	V. Bonafede
1965	S.R. Wakely-Smith	1990	M. Botha
1966	R.A. Schjolberg	1991	F. Boshoff
1967	R.C Broekmeyer	1992	V. Bonafede
1968	R.A. Schjolberg	1993	V. Bonafede
1969	F. Boshoff	1994	V. Bonafede
1970	Mrs M A. van Bergen	1995	V. Bonafede
1971	C.J. Kunn	1996	V. Bonafede
1972	C.J. Kunn	1997	D. Judd
1973	C.J. Kunn	1998	V. Bonafede
1974	J. Borman	1999	D. Judd
1975	B. Woodhead	2000	D. Judd
1976	S. Pegg	2001	D. Judd
1977	R. Leeke	2002	D. Judd
1978	C. Hawkins	2003	R. Paisley
1979	F. Boshoff	2004	R. Paisley
1980	F. Boshoff	2005	D. Judd
1981	F. Boshoff	2006	TBA
1982	F. Boshoff		
1983	F. Boshoff		
1984	F. Boshoff		

SA CHAMPIONS

SA RALLY MANUFACTURERS CHAMPIONSHIP

1968	Volvo	1988	Volkswagen
1969	Volvo	1989	Toyota
1970	Alfa Romeo	1990	Toyota
1971	Alfa Romeo	1991	Volkswagen
1972	Ford	1992	Volkswagen
1973	Datsun	1993	Volkswagen
1974	Datsun	1994	Volkswagen
1975	No Champion	1995	Toyota
1976	Ford	1996	Volkswagen
1977	Datsun	1997	Volkswagen
1978	Datsun	1998	Toyota
1979	Datsun	1999	Toyota
1980	Nissan	2000	Toyota
1981	Toyota	2001	Toyota
1982	Toyota	2002	Toyota
1983	Toyota	2003	Toyota
1984	Nissan	2004	Toyota
1985	Volkswagen	2005	Toyota
1986	Nissan	2006	TBA
1987	Nissan		

SA RALLY PRODUCTION CAR DRIVERS CHAMPIONSHIP

1998	H. Grobler	2003	S. Burger
1999	H. Grobler	2004	S. Burger (Jnr)
2000	D. Sanders	2005	J. Gemmel
2001	J. Gemmel	2006	TBA
2002	D. Saunders		

SA RALLY PRODUCTION CAR CO-DRIVERS CHAMPIONSHIP

1998	D. McGregor	2003	V. Bonafede
1999	N. Hadden	2004	V. Bonafede
2000	G. Hooper	2005	M. Olivier
2001	G. Trollip	2006	TBA
2002	A. Gericke		

SA AMATEUR RALLY DRIVERS CHAMPIONSHIP

1979	H. Grobler	1981	P. Baragwanath
1980	H. Grobler	1982	Discontinued

SA AMATEUR RALLY NAVIGATORS CHAMPIONSHIP

1979	A. Kriel	1981	V. Bonafede
1980	M. Gillam	1982	Discontinued

SA MOTOCROSS CHAMPIONSHIP

1963	500cm ³	G. Smith	500cm ³ Motocross	S. Beattie
	250cm ³	R. Bourne	1980 Minicross	G. Butcher
1964	500cm ³	W. Foxon	100cm ³ High School	W. Manely
	250cm ³	D. Fordham	125cm ³	N. Riddell
1965	500cm ³	J. Scott (UK)	125cm ³	R. Campbell
	250cm ³	R. Bourne	250cm ³	T. Riddell
1966	500cm ³	D. Rickham (UK)	500cm ³	G. Wilson
1967	500cm ³	D. Fordham	Veterans	R. Bergstrom
1968	500cm ³	J. Smith	1981 Minicross	C. Dugmore
	250cm ³	R. Browning	100cm ³ High School	C. Bezuidenhout
1969	500cm ³	R. Milson	125cm ³ High School	W. Manely
	250cm ³	H.R. Bergstrom	125cm ³	D. Werner
1970	500cm ³	H.R. Bergstrom	250cm ³	C. Tissen
	250cm ³	H.R. Bergstrom	500cm ³	R. Campbell
1971	500cm ³	H.R. Bergstrom	Open	R. Campbell
	500cm ³ Street Scrambler	M. Walker	1982 Minicross	M. Wilson
1972	250cm ³ Street Scrambler	H. Rottcher	100cm ³ Juniors	C. Dugmore
1973	500cm ³ Scrambler	G. Green	125cm ³ Juniors	G. McCleary
	250cm ³ Scrambler	H.R. Bergstrom	125cm ³ Seniors	D. Dijkman
	500cm ³ Street Scrambler	D. Wilson	250cm ³ Seniors	C. Tissen
	250cm ³ Street Scrambler	A. Hoogson	500cm ³ Seniors	R. Staten
1974	500cm ³	C. Tissen & M. White	1983 Minicross	K. Prestwood
	250cm ³ Scrambler	R. Wicks	100cm ³ Juniors	C. Dugmore
	500cm ³ Street Scrambler	A. Smith	125cm ³ Juniors	B. Redman
	250cm ³ Street Scrambler	T. Stevenson	125cm ³ Seniors	G. Bergstrom
1975	100cm ³ Junior	K. van der Merwe	250cm ³ Seniors	R. Staten
	200cm ³ Junior	G. Bergstrom	500cm ³ Seniors	S. Beattie
	250cm ³ Scrambler	H. Bergstrom	1984 Minicross	R. Hunt
	250cm ³ Street Scrambler	A. Hodgson	1984 100cm ³ Juniors	M. Swanepoel
	500cm ³ Scrambler	R. Wicks	125cm ³ Juniors	C. Dugmore
	500cm ³ Street Scrambler	C. Dugmore	125cm ³ Seniors	B. Redman
1976	100cm ³ Junior	K. van der Merwe	250cm ³ Seniors	J. Tarantino
	200cm ³ Junior	M. Connelly	500cm ³ Seniors	G. Bergstrom
	125cm ³ Motocross	G. Maben	1985 Minicross	G. Albertyn
	250cm ³ Motocross	C. Tissen	100cm ³ Junior	R. Hunt
	250cm ³ Street Scrambler	C. Brand	125cm ³ Junior	G. Galway
	500cm ³ Motocross	H. Bergstrom	125cm ³ Seniors	G. Dugmore
	500cm ³ Street Scrambler	P. Hill	250cm ³ Seniors	L. Wosick
1977	100cm ³ High School	J. de Jager	500cm ³ Seniors	G. Petersen
	125cm ³ High School	D. du Plessis	1986 Minicross	G. Albertyn
	125cm ³ Motocross	G. Maben	100cm ³ Juniors	G. Hill
	250cm ³ Motocross	R. Bergstrom	125cm ³ Juniors	K. Prestwood
	250cm ³ Street Scrambler	J. Smith	125cm ³ Seniors	W. Smith
	500cm ³ Motocross	M. Hopkins	250cm ³ Seniors	R. Campbell
	500cm ³ Street Scrambler	K. Henderson	500cm ³ Seniors	R. Campbell
1978	100cm ³ High School	N. Riddell	1987 Minicross	G. Albertyn
	125cm ³ High School	T. Riddell	100cm ³ Juniors	K. Prestwood
	125cm ³ Motocross	G. Maben	125cm ³ Juniors	R. Campbell
	250cm ³ Motocross	R. Wicks	125cm ³ Seniors	B. Redman
	500cm ³ Motocross	C. Brand	250cm ³ Seniors	G. Petersen
1979	Minicross	C. Bezuidenhout	500cm ³ Seniors	C. Smanjak
	100cm ³ High School	W. Manely	1988 Minicross	C. v.d. Berg
	125cm ³ High School	R. Campbell	100cm ³ Juniors	D. Hewartson
	125cm ³ Motocross	R. Campbell	125cm ³ Juniors	R. Hunt
	250cm ³ Motocross	T. Stevenson	125cm ³ Seniors	R. Campbell
			250cm ³ Seniors	R. Campbell

SA CHAMPIONS

1989	500cm ³ Seniors Minicross 100cm ³ Juniors 125cm ³ Juniors 125cm ³ Seniors 250cme Seniors	Discontinued B. Robertson D. Hewartson G. Albertyn W. Smith W. Smith	1999	Pro-Minicross 125cm ³ Juniors	W. Avis P. Vice
1990	100cm ³ Juniors 125cm ³ Juniors 125cm ³ Seniors 250cme Seniors Masters	D. Hewartson D. Dearden D. Hewartson M. Smith M. Smith R.Campbell	1999	125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters	G. Swanepoel R. Hunt F. Fourie E. Dolphin A. Hofmeyer
1991	Minicross 125cm ³ Junior 125cm ³ High School 125cm ³ Senior 250cm ³ Senior Veterans	I. Topliss S. Coetzee C. Smanjak W. Smith G. Nel R. Bergstrom	2000	Pro-Minicross 125cme Junior 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans	R. vd Westhuizen S. Laing N. Bradshaw R. Hunt R. Hunt W. Smith
1992	Minicross 125cm ³ Juniors 125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	F. Fourie R. Bulkeley A. Dearden G. Nel G. Nel S. Grobler	2001	Pro-Minicross 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters	K.Stegen R. Newton R. Hunt R. Hunt W. Smith G. Den
1993	Minicross 125cm ³ Juniors 125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	D. Hancock F. Fourie B. Robertson R. Moore D. Hewartson R. Campbell	2002	Pro-Minicross 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters Premier Class	L. O' Farrell R. vd Westhuizen R. Hunt F. Fourie W. Smith G. Den R. Hunt
1993	125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	F. Fourie B. Robertson D. Hewartson R. Campbell S. Dyson	2003	Pro-Minicross 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters Premier Class	S. Naude K. Fitz-Gerald F. Fourie F. Fourie W. Smith G. Petersen Discontinued
1994	Minicross 125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	F. Fourie A. Dearden A. Dearden R. Campbell G. Langston	2004	Pro-Minicross 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters Premier Class	L. O' Farrell J. de Jager J. de Jager M. Trusler W. Smith Discontinued
1995	Minicross 125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	C. Hincks M. Constantinou M. Smith R. Campbell G. Langston	2005	Pro-Minicross 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters Premier Class	M. Gericke L. Vercueil J. de Jager R. vd Westhuizen G. Aspinall W. Smith
1996	Minicross 125cm ³ High School 125cm ³ Seniors 250cm ³ Seniors Veterans	J. Hodgson I. Topliss I. Topliss R. Campbell J. de Jager	2006	TBA	
1997	Pro-Minicross 125cm ³ High School 125cm ³ Senior Open Seniors Veterans Masters	P. van Vuuren I. Topliss I. Topliss W. Smith J. Pretorius			
1998	Pro-Minicross 125cm ³ Juniors 125cm ³ High School 125cm ³ Seniors Open Seniors Veterans Masters	W. Avis T. Ekermans J. de Jager R. Hunt F. Fourie W. Smith A. Hofmeyer			

SA SUPERCROSS CHAMPIONSHIP

1992	M. Constantinou Mini Pro	1993	No Championship
1992	R. Bulkeley Jnr Pro	1994	P. van Vuuren 80 cm ³ Senior
1992	G. Nel Top Pro	1994	M. Constantinou 125 cm ³ High School
1992	G. Nel Open Pro	1994	B. Robertson 125 cm ³ Senior
1992	A. Dearden Snr Pro	1995	Discontinued

SA JUNIOR MOTOCROSS CHAMPIONSHIP

1997	PW50cc (3-4 Yrs)	W. Stander	2001	PW50cc (3-5 Yrs)	B. Fenton
	PW50cc (5 Yrs)	B. van Zyl		PW50cc (6 Yrs)	C. Tennant
	PW50cc (6 Yrs)	M. Baxter		PW50cc (7-8 Yrs)	B. Haupt
	PW50cc (7-8 Yrs)	D. Jardim		PW50cc (KTM Open)	M. Liebenberg
	PW80cc Junior	T. Prowse	2001	PW80cc (Auto Open)	D. Wheeler
	PW80cc Senior	R. Oosthuizen		Lever 60cc Jun (6-8 Yrs)	M. Vermeulen
	DS80 Open	No Champion		Lever 60cc Sen (9-11 Yrs)	K. Smythe
	Lever 60cc Junior	J.P. de Beer		Lever 80cc Jun (8-11 Yrs)	S. Terblanche
	Lever 60cc Senior	C. Minords		Lever 80cc Sen (12-15 Yrs)	T. Wheeler
	Lever 80cc Junior	T. Wheeler	2002	PW50cc (3-5 Yrs)	K. Parker
	Lever 80cc Senior	C. Stoffels		PW50cc (6-8 Yrs)	C. Tennant
	ATV50cc Open	G. Frerichs		PW50cc (Auto Pro)	C. Tennant
	ATV60/80cc Open	D. Frerichs		80cc Open	D. Wheeler
1998	PW50cc (3-5 Yrs)	W. Stander		65cc Jnr Lever	D. Strydom
	PW50cc (6 Yrs)	B. van Zyl		65cc Snr Lever	K. Smythe
	PW50cc (7-8 Yrs)	M. Signor		85cc Jnr Lever	G. Obery
	PW50cc (KTM Open)	T. Engelbrecht		85cc Snr Lever	K. Freestone
	PW80cc (6-8 Yrs)	A. Koorts	2003	50cc Auto (4-8 Yrs)	C. Vlaanderen
	PW80cc (9-11 Yrs)	Miss M. Goltz		50cc Auto (5-9 Yrs)	B. Fenton
	Lever 60cc Junior	S. Naude		65cc Junior	M. Docherty
	Lever 60cc Senior	L. Page		85cc Junior	W.de Jager
	Lever 80cc Junior	T. Wheeler	2004	50cc Auto (4-8 Yrs)	B. Roberts
	Lever 80cc Senior	C. Minords		50cc Auto (5-9 Yrs)	C. McMaster
	ATV Open	R. Frerichs		65cc Clutch (6-9 Yrs)	B. Fenton
1999	PW50cc (3-5 Yrs)	M. Vermeulen		65cc Clutch (9-11 Yrs)	D. Strydom
	PW50cc (6 Yrs)	D. Hanson		85cc Jnr Clutch Lever	R. Angilley
1999	PW50cc (7-8 Yrs)	J. Houghton	2005	50cc Auto (4-7 Yrs)	B. Cox
	PW50cc (KTM Open)	W. Bold		50cc Auto (5-8 Yrs)	Z. Farquharson
	PW80cc Auto Jun (6-8 Yrs)	M. Baxter		65cc Clutch (7-11 Yrs)	B. Fleming
	PW80cc Auto Sen (9-11Yrs)	B. Wheeler		65cc Clutch (8-12 Yrs)	D. Strydom
	Lever 60cc Jun (6-8 Yrs)	M. Signor	2006	TBA	
	Lever 60cc Sen (9-11 Yrs)	K. Freestone			
	Lever 80cc Sen (12-15 Yrs)	S. Laing			
2000	PW50cc (3-5 Yrs)	F. Conversano			
	PW50cc (6 Yrs)	M. Vermeulen			
	PW50cc (7-8 Yrs)	D. Hanslo			
	PW50cc (KTM Open)	R. Angilley			
	PW80cc (Auto Open)	B. Wheeler			
	Lever 60cc Jun (6-8 Yrs)	R. Griffin			
	Lever 60cc Sen (9-11 Yrs)	M. Signor			
	Lever 80cc Jun (8-11 Yrs)	R. Cape			
	Lever 80cc Sen (12-15 Yrs)	N. Stander			

SA CHAMPIONS

SA OFF ROAD CAR DRIVERS CHAMPIONSHIP

1978	J. Morris & R. Taylor		Cross Country	
1979	R. Tilney		Special Vehicle	H. Süllwald
1980	D. Tarboton		Sprint Production	
1981	D. Tarboton		Vehicle	C. Barker
1982	D. Tarboton		Sprint Special Vehicle	F. Czepek (Snr)
1983	H. Reyneke	1995	Production Vehicle	A. Reyneke
1984	E. G. Driver		Special Vehicle	G. Harvey
1985	C. Carstens	1996	Production Vehicle	A. Reyneke
1986	H. Grobler		Special Vehicle	F. Czepek (Snr)
1987	F. Levesque	1997	Production Vehicle	A. Reyneke
1988	W. Wesslau		Special Vehicle	F. Czepek (Snr)
1989	Production Vehicle	C. Hopkinson	1998	Production Vehicle
	Commercial Vehicle	P. Malan		Special Vehicle
	Special Vehicle	B. Carolin	1999	Production Vehicle
1990	Production Vehicle	W. Wesslau		Special Vehicle
	Commercial Vehicle	A. Reyneke	2000	Production Vehicle
	Special Vehicle	B. Carolin		Special Vehicle
1991	Production Vehicle	S. Parker	2001	Production Vehicle
	Commercial Vehicle	A. van Vuuren		Special Vehicle
	Special Vehicle	B. Carolin	2002	Production Vehicle
1992	Production Vehicle	W. Wesslau		Special Vehicle
	Commercial Vehicle	A. van Vuuren	2003	Production Vehicle
	Special Vehicle	R. Schilling		Special Vehicle
1993	Overall	L. Dreyer	2004	Production Vehicle
	Marathon Challenge			Special Vehicle
	Production Vehicle	C. Frankenberg		Prod. Veh. Manu.
	Commercial Vehicle	A. Reynke	2005	Production Vehicle
	Special Vehicle	J. Lambert		Special Vehicle
	Sprint Challenge			Prod. Veh. Manu.
	Production Vehicle	G. Watkins	2006	
	Commercial Vehicle	A. Reyneke		
	Special Vehicle	R. Schilling		
1994	Production Vehicle	C. Barker		
	Special Vehicle	H. Süllwald		
	Cross Country			
	Production Vehicle	A. Reyneke		

SA OFF ROAD CAR CO-DRIVERS CHAMPIONSHIP

1981	E. Potgieter	1991	Production Vehicle	A. van Zyl
1982	M. Fourie		Commercial Vehicle	P. Pelsler
1983	M. Fourie		Special Vehicle	K. Skjoldhammer
1984	R. Leeke	1992	Production Vehicle	Ms D. Blankner
1985	F. Boshoff		Commercial Vehicle	P. Pelsler
1986	P. Swanepoel		Special Vehicle	A. Thorn
1987	D. Teubes	1993	Overall	L. Dreyer
1988	Ms D. Blankner		Marathon Challenge	
1989	Production Vehicle	M. Spencer		Production Vehicle
	Commercial Vehicle	R. Leeke		Commercial Vehicle
	Special Vehicle	M. Pretorius		Special Vehicle
1990	Production Vehicle	Ms D. Blankner		Sprint Challenge
	Commercial Vehicle	L. Dreyer		Production Vehicle
	Special Vehicle	K. Skjoldhammer		Commercial Vehicle

SA CHAMPIONS

1994	Special Vehicle	A. Thorn	2000	Production Vehicle	K. Skjoldhammer
	Production Vehicle	S. Parker		Special Vehicle	B. Carolin
	Special Vehicle	B. Carolin	2001	Production Vehicle	F. Jordaan
	Cross Country			Special Vehicle	F. Czepek (Jnr)
	Production Vehicle	L. Dreyer	2002	Production Vehicle	M. Griffiths
	Cross Country			Special Vehicle	B. Stone
	Special Vehicle	K. Süllwald	2003	Production Vehicle	R. Leeke
	Sprint Production Vehicle	M. Reddin		Special Vehicle	B. Harcus
	Sprint Special Vehicle	F. Czepek (Jnr)	2004	Production Vehicle	R. Leeke
1995	Production Vehicle	R. Houghton	2005	Production Vehicle	B. Carolin
	Special Vehicle	L. Acton		Special Vehicle	R. Pitchford
1996	Production Vehicle	R. Houghton	2006	TBA	M. Whitehouse
	Special Vehicle	F. Czepek (Jnr)			
1997	Production Vehicle	R. Houghton			
	Special Vehicle	F. Czepek (Jnr)			
1998	Production Vehicle	R. Houghton			
	Special Vehicle	B. Stone			
1999	Production Vehicle	R. Houghton			
	Special Vehicle	F. Czepek (Snr)			

NATIONAL OFF ROAD MOTORCYCLE CHAMPIONSHIP

1983	200cm ³	L. Draper		Over 250cm ³	W. Mol
	250cm ³	G. English	1994	200cm ³ Overall	R. Manning
	500cm ³	C. Brand		250cm ³ Overall	A. Cox
1984	200cm ³	H. Beattie		Over 250cm ³ Overall	R. van Niekerk
	250cm ³	B. Hirsch		Quads Overall	F.C. Coetzee
	500cm ³	N. Woolridge		200cm ³ Cross-Country	R. Manning
1985	200cm ³	R. White		250cm ³ Cross-Country	D. Curtis
	250cm ³	H. Beattie		Over 250cm ³ Cross-Country	G. Bloomfield
	500cm ³	A. Cox		Quads Cross-Country	F.C. Coetzee & F. Smit
1986	200cm ³	G. Nimmo		200cm ³ Sprint	A. Vowles
	250cm ³	W. Ireland	1994	250cm ³ Sprint	A. Cox
	500cm ³	J. Davies		Over 250cm ³ Sprint	J. Human (Jnr)
1987	200cm ³	G. Nimmo		Quads Sprint	F.C. Coetzee
	250cm ³	H. Beattie	1995	200cm ³	A. Vowles
	500cm ³	K. Tebbut		250cm ³	G. Maclachlan
1988	200cm ³	M. Cant		Over 250cm ³	R. van Niekerk
	250cm ³	A. Cox		Quads	V. van Deventer
	Over 250cm ³	J. Davies & W. Ireland	1996	200cm ³	R. van Niekerk
1989	200cm ³	R. Pitchford		250cm ³	A. Vowles
	250cm ³	A. Cox		Open	A. Cox
	Over 250cm ³	J. Davies		Quads	V. van Deventer
1990	200cm ³	B. Bontekoning	1997	200cm ³	C. Enslin
	250cm ³	A. Cox		250cm ³	G. Maclachlan
	Over 250cm ³	E. Dalton		Open	A. Cox
1991	200cm ³	R. Manning		Quads	C. van der Merwe
	250cm ³	J. Davies	1998	200cm ³	R. van Niekerk
	Over 250cm ³	K. Tebbut		250cm ³	D. Curtis
1992	200cm ³	B. Bontekoning		Open	A. Cox
	250cm ³	P. Andrews		Quads	C. de Villiers
	Over 250cm ³	E. Dalton	1999	200cm ³	W. Farmer
1993	200cm ³	S. Stofberg		250cm ³	D. Curtis
	250cm ³	A. Cox		Open	A. Cox

SA CHAMPIONS

2000	Quads	J. Costello	2003	Overall	J. Gutzeit
	200cm ³	K. Fisher		125cm ³	Discontinued
	250cm ³	C. Enslin		250cm ³	Discontinued
	Open	A. Cox		Snr. Pro	Discontinued
2001	Quads	B. Badenhorst		Open	Discontinued
	200cm ³	A. Ogden		Quads	S. Gunther
	250cm ³	C. Enslin	2004	Overall	D. Curtis
	Open	A. Cox		Quads	H. Potgieter
2002	Quads	C. de Villiers	2004	Overall	C. Enslin
	Overall	G. Dick		Quads	C. de Villiers
	125cm ³	R. van Niekerk	2006	TBA	
	250cm ³	E. Symons			
	Snr. Pro	J. Lockner			
	Open	G. Dick			
Quads	C. de Villiers				

SA MOTORCYCLE ENDURO CHAMPIONSHIP

1978	C. Davies		1995	200cm ³	A. Vowles
1979	B. Nieman			Open	D. Curtis
1980	M. Jones		1996	200cm ³	H. Hayward
1981	T. Trefz			Open	D. Curtis
1982	N. Woolridge		1997	200cm ³	G. Wolhuter
1983	N. Woolridge			Open	R. Manning
1984	200cm ³	C. Kewley	1998	200cm ³	A. Cox
	250cm ³	G. Lindsay		Open	S. Kriel
	500cm ³	T. Trefz	1999	200cm ³	B. Kriel
1985	200cm ³	A. Cox		Open	A. Cox
	250cm ³	G. Lindsay	2000	200cm ³	B. Kriel
	500cm ³	T. Trefz		Open	E. Symons
1986	200cm ³	N. Woolridge	2001	200cm ³	G. Wolhuter
	250cm ³	N. Finch		Open	J. Gutzeit
	500cm ³	G. Lindsay	2002	Overall	B. Kriel
1987	200cm ³	A. Cox		200cm ³	R. van Niekerk
	250cm ³	N. Finch		Snr.	T. Classen
	500cm ³	T. Trefz		Open	J. Gutzeit
1988	200cm ³	G. Lindsay	2003	Overall	J. Gutzeit
	Open	A. Cox		200cm ³	Discontinued
1989	200cm ³	A. Cox		Snr.	Discontinued
	Open	J. Davies		Open	Discontinued
1990	200cm ³	A. Cox	2004	Overall	L. Mahoney
	Open	R. Manning	2005	Overall	L. Mahoney
1991	200cm ³	C. Dodd	2006	TBA	
	Open	R. Manning			
1992	200cm ³	A. Cox			
	Open	P. Andrews			
1993	200cm ³	A. Cox			
	Open	J. Davies			
1994	200cm ³	A. Cox			
	Open	R. Manning			

SA OBSERVED TRIAL CHAMPIONSHIP

1975	W. Schultz	1992	M. Fox
1976	T. Orrey	1993	C. Simpson
1977	T. Orrey	1994	C. Simpson
1978	T. Orrey	1995	M. Fox
1979	T. Orrey	1996	M. Fox
1980	B. Barson	1997	Joint: B. Capper and M. Fox
1981	K. Rodgers	1998	M. Fox
1982	T. Orrey	1999	B. le Riche
1983	T. Orrey	2000	B. le Riche
1984	B. Norcott	2001	B. le Riche
1985	T. Orrey	2002	B. le Riche
1986	B. Norcott	2003	B. le Riche
1987	B. Norcott	2004	M. Fox
1988	B. Norcott	2005	B. le Riche
1989	B. Norcott	2006	TBA
1990	B. Norcott		
1991	B. Norcott		

SA 4x4 CHALLENGE DRIVERS CHAMPIONSHIP

1994	Class 1	D. Lourens & J. Nel	1997	Overall	F. Lemmens
	Class 2	P. Oosthuizen	1998	Overall	N. Pretorius
	Class 3	A. de Meyer	1999	Overall	N. Pretorius
	Class 4	J. Zech	2000	Overall	R. Wessels
1995	Class 1	J. Nel	2001	Overall	M. Pretorius
	Class 2	N. Pretorius	2002	Discontinued	
	Class 3	S. Bradley	2004	Overall	L. Holtshauzen
	Class 4	S. Clarke	2005	No Championship	
1995	Class 5	J. Weitz	2006	TBA	
1996	No Championship				

SA 4x4 CHALLENGE CO-DRIVERS CHAMPIONSHIP

1994	Class 1	T. Bronkhorst & P. Nel	1997	Overall	C. Jacobs
	Class 2	H. Engelbrecht	1998	Overall	S. Henshell
	Class 3	O. de Meyer	1999	Overall	S. Henshell
	Class 4	I. Zech	2000	Overall	A. Wessels
1995	Class 1	P. Nel	2001	Overall	H. Erasmus
	Class 2	M. Pretorius	2002	Discontinued	
	Class 3	T. Coetzee	2004	Overall	B. Stols
	Class 4	S. van Zyl	2005	No Championship	
1995	Class 5	R. Levendag	2006	TBA	
1996	No Championship				

SA CHAMPIONS

SA SPEEDWAY CHAMPIONSHIP

1989	D. Kent	1999	A. Lakatos
1990	D. Kent	2000	E. Smith
1991	W. Meier	2001	A. Lakatos
1992	W. Meier		B. Bekker (Jnr)
1993	N. Naude	2002	E. Smith
1994	D. Prinsloo	2003	E. Smith
1995	D. Prinsloo	2004	No Champion Declared
1996	D. Prinsloo	2005	No Championship
1997	K. Lechky	2006	No Championship
1998	D. Prinsloo		

SA OVAL TRACK RACING CHAMPIONSHIP

1992 DIRT:

Australian Side Cars

Driver: F. Slabber

Midgets:

American Saloons:

Super Midgets:

Super Modifieds:

V8 Sprints:

1992 TAR:

Sidecars:

Driver: B. Prinsloo

Midgets:

Hotrods:

Sprint Cars:

Super Modifieds:

Modified Saloons:

V8 Sprints:

1993 DIRT:

American Saloons:

Midgets:

Modifieds:

Sidecars:

Driver: C. Aitken

Super Midgets:

Super Modifieds:

1993 TAR:

Midgets:

Hotrods:

Modified Saloons:

1994 DIRT:

Midgets:

Super Midgets:

American Saloons:

Modified Saloons:

Super Modifieds:

1994 TAR:

Hotrods:

Jockey: C. Atkinson

A. Fontini

J. Huggett

P. Fouche

J. Botes

No Champion

Jockey: H. van Slabbert

W. Zurich

W. Olivier

H. Killian

W. Olivier &

F. van Rensburg

K. Koekemoer

J. Cronje

F. du Toit

F. Grobbelaar

D. Kruger

Jockey: K. Hopewell

P. Fouche

A. Gouws

A. Rossouw

C. Samons

F. Bekker

F. Grobbelaar

D. Basing

D. van der Merwe

R. Gordon-Graham

B. Kruger

C. Samons

Modified Saloons:

Sprint Cars:

V8:

1995 DIRT:

Midgets:

American Saloons:

Modified Saloons:

Super Modifieds:

1995 TAR:

Midgets:

Hotrods:

Modified Saloons:

1996 DIRT:

Midgets:

American Saloons:

Modified Saloons:

Super Modifieds:

Factory Stocks:

1996 TAR:

Midgets:

Hotrods:

Modified Saloons:

1997 DIRT:

Midgets:

American Saloons:

Modified Saloons:

Super Modifieds:

Factory Stocks:

1997 TAR:

Hotrods:

Modified Saloons:

Sprint Cars:

V8:

1998 DIRT:

Midgets:

American Saloons

Modified Saloons:

Standard Saloons:

S. Goosen

J. Cronje

J. Cronje

D. Basing

D. van der Merwe

J. Hugget

C. Kruger

D. Brits

C. Samons

G. Koekemoer

D. Basing

A. Fontini

R. Gordon-Graham

K. Westermeyer

E. Horn

H. de Bruin

C. Samons

K. Koekemoer

G. de Jongh

A. Fontini

R. Gordon-Graham

D. Hattigh

A. Burger

C. Samons

S. Goosen

J. Cronje

D. van der Merwe

D. Botes

D. van der Merwe

R. Gordon-Graham

M. Muller

Super Saloons: C. Clarke
1998 TAR:
Midgets: C. Basing
Hotrods: C. Samons
Modified Saloons: G. Koekemoer
Sprints: Q. Saayman
1999 DIRT:
Midgets: C. de Ronde
American Saloons: C. Liebenberg
Modified Saloons: C. Alchin
Standard Saloons: W. Kotse
Super Modified Saloons R. Griessen
Super Saloons: J. Kruger
1999 TAR:
Midgets: C. Basing
Hotrods: C. Samons
Modified Saloons: J. van Rensburg
Sprints: K. Gouws
2000 DIRT:
Midgets: S. Lotriet
American Saloons: D. van der Merwe
Modified Saloons: N. van Rooyen
Standard Saloons: M. van Wyk
Super & Super
Modified Saloons L. Meads
2000 TAR:
Midgets: C. Basing
Hotrods: J. Hugget
Modified Saloons: J. van Rensburg
Sprints: No Champion
Standard 1600 Saloons: N. Vorster
2001 DIRT:
Midgets: W. Rabe
American Saloons: D. van der Merwe
Standard Saloons: W. Wessels
Modified Saloons (contact) J. du Toit
Modified Saloons (non contact) M. van Rooyen
2001 TAR:
Midgets: R. Kitching
Hotrods: J. Huggett
Modified Saloons: J.P. van Rensburg
Sprints: W. Zurich
Standard 1600 Saloons: N. Vorster
2002 DIRT:
Midgets: R. Smit
American Saloons: D. van der Merwe
Standard 1600 Saloons: C. Alchin
Modified Saloons (contact) J. du Toit
Modified Saloons (non contact) C. Kruger
2002 TAR:
Midgets: C. Landsberg
Hotrods: R. Myburgh
1600 Modified Saloons: P. Prinsloo
2 Litre Modified Saloons: A. Larsson
American Saloons: M. Neetling

2003 DIRT:
Midgets: No Champion
American Saloons: No. Champion
Standard 1600 Saloons: T. du Plessis
Modified Saloons (contact) No Champion
Modified Saloons (non contact) C. Clarke
2003 TAR:
Midgets: No Champion
Hotrods: J. Hugget
1600 Modified Saloons: E. du Plessis
2 Litre Modified Saloons: M. Wilson
American Saloons: No Champion
2004 DIRT:
1600 Modified Saloons S. Baadjies
Modified Contact Saloons H. Moore
Modified Non-Contact Saloons H. Moore
American Saloons P. Victor
Midgets W. Rabe
2004 TAR:
1600 Modified Saloons J. Maree
2 litre Mod. Saloons A. Larson
Hotrods N. Loosemore
Midgets D. Nel
V8 Mod/American Sal. M. Fontini
2005 DIRT:
1600 Modified Saloons C. Alchin
Modified Contact Saloons P. Scheepers
Modified Non-Contact Saloons K. Barnard
American Saloons F. Bitzer
Midgets R. Smit
2005 TAR:
1600 Modified Saloons N. Vorster
2 litre Mod. Saloons J. Krynauw
Hotrods R. Myburgh
Midgets Q. Lehman
V8 Mod/American Sal. P. Lindenberg
Pintos B. Botha
Micro Midgets G. Reyneke
2006 DIRT:
TBA
2006 TAR:
TBA

SA CHAMPIONS

SA DRAG RACING CHAMPIONSHIP

1996	Wild Bunch	No Champion	2005	Top Eliminator (cars)	P. de Wit
	Street Eliminator	N. Roesch		Snr. Eliminator (cars)	R. Murray
	Top Eliminator	T. van Wyk		Competition Eliminator (cars)	C. Dicks
	M/C Top Eliminator	No Champion		Street Bikes (up to 1000cc)	W. Heasman
1996	Senior Eliminator	H. Arangies		Street Bikes (over 1000cc)	J. Burger
	M/C Street Eliminator	P. Viviers		Top Bike Eliminator	F. Engelbrecht
	Pro-Street Eliminator	S. Coetzee	2006		TBA
1997	Discontinued				
2004	Top Eliminator (cars)	P. de Wit			
	Snr. Eliminator (cars)	R. Murray			
	Competition Eliminator (cars)	J. Kruger			
	Street Bikes (up to 1000cc)	T. de Matos			
	Street Bikes (over 1000cc)	B. Anassis			
	Top Bike Eliminator	F. Engelbrecht			

SPRINGBOK COLOUR AWARDS

1950

R.A. Allison Motorcycle Racing (500 cm³)
 B.P. Castellani Motorcycle Racing (500 cm³)
 B. Ferriera Motorcycle Racing
 C.J. Hurst Motorcycle Racing (350 cm³)
 D. Joubert Motorcycle Racing (500 cm³)

1951

G. Anderson Motorcycle Racing (500 cm³)
 L. Zeeman Motorcycle Racing (350 cm³)

1952

E. Grant Motorcycle Racing (250 cm³)
 V.J. Proctor Motorcycle Racing

1953

D.H. Duff Car Racing
 H. Theron Motorcycle Racing (350 cm³)
 R. Travers Motorcycle Racing

1954

D.E. Jennings Car Racing
 V.J.R. Rowlands Motorcycle Racing
 D.G. Sutherland Motorcycle Racing

1955

F. Brodie Car Racing
 N. Smith Motorcycle Racing

1956

J.N. Edwards Motorcycle Racing

1957

G. Humby Motorcycle Racing
 S.G. Setaro Motorcycle Racing (500 cm³)

1958

D. Clark Motorcycle Racing
 E.G. Driver Motorcycle Racing
 E.J. Fraser-Jones Car Racing

1959

J. Gray Motorcycle Racing (350 cm³)
 W.M. Grobler Motorcycle Racing
 G.L. Smith Motorcycle Racing

1960

C.A. Randall Racing Motorcycles (250 cm³)
 L.L. van Bergen Rally Driver
 M.A. van Niekerk Rally Navigator
 S. van der Vyver Car Racing

1961

E Cowan Motorcycle Racing (350 & 500cm³)
 A. Flack Motorcycle Racing (T.T)
 A.F.O.C.Maggs Car Racing
 P.B.Muhl RallyDriver
 R.R. Muhl Rally Navigator
 N.E. Maurice Motorcycle Racing (T.T.)
 A Wilson Motorcycle Racing (250 cm³)

1962

B.G. Beale Motorcycle Racing (350 cm³)
 E. Pieterse Car Racing
 J. Redman Motorcycle Racing (250 cm³)

1963

I.M. Burke Motorcycle Racing
 A.J. Hetteema Rally Driver
 N. Lederle Car Racing
 B.R. Marriner Motorcycle Racing
 B.W. Marriner Motorcycle Racing
 J.H. Stander Motorcycle Racing (250 & 350 cm³)

G.E. Smyth Motorcycle Racing (350 cm³)
 D. West Motorcycle Racing (500 cm³)

1964

B. Duncan Motorcycle Racing (350 cm³)
 J. Gwilliam Motorcycle Racing (250 cm³)
 L. Love Car Racing (Formula 1)
 S.R. Wakely-Smith Rally Navigator

1965

K. Crawford Motorcycle Racing (350 cm³)
 R. Richards Motorcycle Racing (500 cm³)

1966

T.F. Johns Motorcycle Racing (250 cm³)
 R.A. Schjolberg Rally Navigator
 F.B.K. Tucker Rally Driver

1967

J. Boshoff Motorcycle Racing (250 cm³)
 R.C. Broekmeyer Rally Navigator
 A.J. Jefferies Car Racing (Formula Vee)
 J.R. Olthoff Car Racing (Sports Cars)

1968

G. Cruse Motorcycle Racing (350 cm³)
 O. Howard Motorcycle Racing (250 & 1000 cm³)

1969

P. Aitken Motorcycle Racing (1000 cm³)
 F. Boshoff Rally Navigator
 G. Mortimer Car Racing (Saloons)
 A.W. Porter Car Racing (Saloons)
 F.E. van Niekerk Motorcycle Racing (350 cm³)

1970

G. Crous Rally Navigator
 D.W. Charlton Car Racing (Formula 1)
 C.F. Swanepoel Rally Driver
 Mrs M. van Bergen Rally Navigator

SPRINGBOOKS

1971

Jody Scheckter Outstanding achievements as “Motorist” Driver to Europe

1972

L.B. Odendaal Success in International Rallies and winning SA Championship in 1971 & 1972
C.J. Kuun Success in International Rallies and winning in SA Championship in 1971 & 1972
B. Davey Placing 20th World Karting Championship 1972
M. Fogg Winning both 250 and 350 cm³ Motorcycle Championships in 1972
R. Sterne Noteworthy results in International Competitions. 4th in Formula Ford World Wide Final, Brands Hatch, October 1972.
J.C. Kuun 9th International TAP Rally, an event counting towards the European Rally Championship
J.J. Kasselman Rally Navigator S.A. and Overseas

1973

H. Ballington Outstanding achievement in International Competitions
C. Heinz-Peters 3rd World Championship Karting-Belgium 1973
H.R. Bergstrom Five times Motocross Champion in four years
L. van Breda 750 cm³ Champion
A. North 350 cm³ Champion
L. Cloete SA Rally Drivers Championship

1974

R. Klomfass Outstanding achievements while participating in Formula Ford
K. Gray Events in United Kingdom-winning two Formula Ford Championships
D. Crammond 350 cm³ Champion
J. Borman SA Rally Navigators Champion. 1st Crew Total Rally
L.H. Fekken SA Rally Champion. 1st SA Crew Total Rally (awarded posthumously)

1975

R. Dougall Successes achieved in Formula Ford overseas
I. Scheckter Successes achieved in Formula Ford overseas
R. Gray 1974 250 cm³ Champion. 1975 Production Motorcycle and 250 cm³ Champion
D. Irving 19th Overall in Formula ‘K’ World Championship in Portugal

1976

K. Dyson International Formula ‘K’ Racing
R. Marsh International Formula ‘K’ Racing
B. Woodhead 1975 SA Rally Navigators Champion
1976 1st SA Crew Total Rally
1976 3rd Overall Total Rally
S. Pegg 1975 Winner Total Rally
S. van der Merwe 1974 4th Overall Total Rally
1974 1st Standard Car-Total Rally
1975 SA Rally Drivers Champion

1977

J. Ekerold Winner 350 cm³ Motorcycles Class. Austrian Motorcycle Grand Prix.
Third overall in World Championship
R. Borain SA 350 cm³ Racing Motorcycle Champion 1976 and 1977
T. van Rooyen Excellent results in International Formula Ford Races
Mrs D. Wilson Excellent results in International Formula Ford Races

1978

G. Maben Having won the highly contested 125 cm³ Senior Motocross Class and having done so well in 1977 International Motocross Series
M.White Having won the 1978 BAF Formula Ford 2000 UK Championship
C. Tissen Having done well in USA in 1977 and also having done well in International Motocross Series in 1977
R. Wicks Having won the 250 cm³ Motocross Championship in 1978

1979

P. Labuschagne Excellent results in International Motorcycle events overseas
E. Sanders 8th Overall in International Scottish Rally
R. Ridden 8th Overall in International Scottish Rally

- B. Penny
M. Crawford
K. Zeeman
D. du Plooy
T. Orrey
C. Hawkins
R. Leeke
W. Fink
M. Cameron
1980
D. Kent
M. Jones
R. Campbell
G. Wilson
T. Martin
J. Scott
D. Tarboton
E. Keizan
D. du Plessis
D. Petersen
K. Coetzee
V. Deiner
B. Mann
T. Stevenson
M. Hooper
W. van Heerden
1981
R. Campbell
S. Beattie
B. Tilanus
J. van Altena
T. Riddell
1982
M. Rademeyer
1983
C. Brand
G. Bergstrom
M. Fourie
H.J. Reineke
N. Woolridge
Miss J. Wingels
1984
G.M. Davies
G.R. Fouche
- Success attained in International Karting
For winning the 1972 National Production Motorcycle Championship, the 1978 350 cm³ Motorcycle Championship and for success in 1978 International Motorcycle Series
Winner 1971 350 cm³ Racing Motorcycle Championship and continued display of high standard of performance in National and International events
Success overseas in International events
Four times winner of SA Observed Trial Championship and for outstanding performances in 1978 International event
Winner 1978 SA Rally Navigators Championship
Winner 1977 SA Rally Navigators Championship and for successes attained in International events in SA and overseas
Success attained in International Karting
Success attained in International Motorcycle Racing
Speedway Racing in SA and UK
1980 Motorcycle Enduro Champion and success in International Endurance Races
1980 125 Senior Motocross Champion
1980 500 Motocross Champion
1980 SA Racing Drivers Champion
1980 250 cm³ Motorcycle Champion
1980 Off Road Race Champion. Winner of 1980 IGI Trans Kalahari and “STAR” Roof of Africa
1979 Winner of Wynns 1000 together with many major International and National successes
Success in Motocross Racing
1980 Superbike Champion and fourth overall in Australian International Endurance Race
20th Overall and Class Winner 1980 Scottish International Rally
20th Overall and Class Winner 1980 Scottish International Rally
Success in International Formula Ford 2000 Racing in Europe
1979-250 Motocross Champion
Success attained in International and National Rallies
Successes attained in International and National Rallies
Winner of two South African Championships in 1981 and for being the outstanding rider in the series of International MX events held during December 1981
Winner of the 1979 500 Motocross Championship and for outstanding success achieved in International competition while participating in the United States of America
Winner of the 1974 Formula Ford Championship, the 1981 Formula Atlantic Championship and participating in International events
Winner of the 1980 and 1981 Formula I Motorcycle Championship and successful competitor in two International events in 1981
Second in the 250 Motocross Championship in 1981. Winner of the Championship in 1980 and successful competitor in International Competitions Overseas
Motorcycle Racing
Off-Road Motorcycles
Motocross
Off-Road Cars-Navigator
Off-Road Cars
Enduro Motorcycles
Kart Racing
Fourth Overall and first privateer in the gruelling Baja Off-Road Event
For outstanding successes in International Sports Car Races in both America and Europe where he competed against the world’s top drivers

SPRINGBOOKS

- G. Piazza-Musso 11th Overall, 3rd in Group A, first in Class in the International Costa Esmeralda Rally
 S. Harding Navigator to Piazza-Musso in Costa Esmeralda Rally
1985
1986
 Wade Nelson For winning the Formula 'K' World Championships
1987
 P. Swanepoel } For International success and winning both 1986 SA Rally Championships for Drivers and
 H. Grobler } Navigators as well as SA Off Road Car Racing Championships for Drivers and Navigators
1988
 W. Ireland }
 A. Cox } Took part in the International BAJA 500 Off Road Race against America and Europe-June
 J. Davies } 1988
 H. Beattie }
 G. Prommel } Competed in the Speedway Racing International Series against America and Great Britain-
 A. Simpson } January and February 1988
 B. Norcott } Took part in Scottish 6 Day International Trial and two British National Championship Trials
 against top British and American competitors-1988
 G. Hodgson } Competed in the International Tulip Rally against competitors drawn from Europe-June 1987
 G. Petersen }
 W. Smith } Took part in the 1987 International Motocross and Supercross Series against a top USA
 K. Prestwood } Team-December 1987
 B. Redman }
 G. Galway }
 G. Lindsay } Took part in American International 6 Day Series against top American Riders-1987
 W. Taylor } Completed in the 1988 World Sports Car Championship against top class drivers in Spain-
 March 1988
 H. North } Took part in the Formula "E" Karting World Championship August and September 1987
 N. Bernic }
1989
 V. Bonafede 2nd Overall Castrol Int. Rally and S.A. Rally Navigator Champion
 B. Carolin Participation in USA Off Road events, S.A. Off Road Championship winner
 S. Damseaux 2nd Overall Castrol Int. Rally and S.A. Rally Driver Champion
 W. Heasman 2nd Overall position in International Motorcycle Series in 1987 and 1988 S.A. 750cm³
 M/Cycle Champion
 D. Hiscock 2nd Overall position in International Motorcycle Series in 1987 and four times SA M/Cycle
 Champion various classes
 E. Murray Numerous successes in International CIK events, and multiple SA 250 Intt. Formula K
 Champion
 G. Ramsay 4th and 10th Overall respectively in two International Motorcycle Series events and three
 times SA Champion various motorcycle classes
 R.L. Wood 4th Overall in 1988 Shell Series Endurance Races-Australia, and SA Champion 250cm³ GP
 M/Cycle Class
1990
 N. Bianco Achievements in International Porsche Turbo Series (awarded posthumously)
 C. Aberdein Achievements in International Porsche Turbo Series
 C. Scribante International competition & S.A. Formula "K" (100 Int. Class) Champion 1987 & 1989
 C. Piazza-Musso International Form. "K" achievements and S.A. Form. "K" (125 Nat.Class) Champion 1987
 and 1990 as well as 1990 S.A. F.Ford Champion
 J. Coetzee S.A. Modified Saloon Car Champion 1987, 1989 and 1990 as well as previous achievements
 Nine Hour events
 D. Joubert Achievement against international competition GTCC event, Kyalami - 1990 as well as 1982
 S.A. Formula K (100 Class) and 1989 F.Ford Champion
 G. Hall 1990 SA Rally Champion Driver - 2nd Overall Castrol Int. Rally
 M. Botha 1990 SA Rally Champion Navigator - 2nd Overall Castrol Int. Rally
 A. Reyneke 1990 S.A. Off Road Champion Driver Commercial Class
 L. Dreyer 1990 S.A. Off Road Champion Navigator Commercial Class

K. Skjoldhammer	International achievements and winning Roof of Africa Rally - both car and motor-cycle sections - as well as 1990 SA Champion Off Road Navigator - Specials
E. Dalton	1990 - Winner 250 Class - Baja 1000; Winner 500 Class - Roof of Africa -1990 S.A. 250 Off Road Motorcycle Champion
1991	
M.G.Briggs	S.A. Group N Champion in class 1987, 1988, 1990 and 1991, as well as 1991 Formula Gti Champion. Also outstanding performances in International saloon car events.
T.C. Crookes	S.A. Super Single Champion 1987, 400 Prod. M/C Champion 1988 and 250 M/Cycle Champion 1991
C. Dugmore	Multiple S.A. Motocross Champion - various classes 1981 to 1985, outstanding achievements International Motocross GP series 1986 to 1991.
R. Hunt	Multiple S.A. Motocross Champion - various classes 1984 to 1988 - outstanding achievements international motocross and supercross events.
G. Albertyn	S.A. Motocross Champion - various classes 1986,1987,1989. Winner SX Series 1988. 8th overall in World MX Championship 1991.
K. Tebbutt	Multiple S.A Off Road Motorcycle Champion - 500cc and over 250cc classes - 1987 and 1991.
M. Paetzold	1990 Superbike Champion, 1st S.A. and 2nd overall (behind overseas works rider) Nashua 250 M/Cycle unofficial GP Kyalami 1991.

NATIONAL COLOUR GUIDELINES

1. National Colours will be awarded for meritorious competition achievement at the sole discretion of MSA through the S.A. Sport Confederation and Olympic Committee. (SASCOC).
2. MSA shall consider nominations for Colours once a year and, in doing so, shall take the following guidelines into account:
 - 2.1 **South African Champions**
Awards shall be considered if MSA is satisfied not only as to the performance of the champion, but also as to the quality of the opposition.
MSA, in considering awards, may in addition, take cognisance of the following factors:
 - 2.1 Whether the S.A. Champion concerned won more than 30% of the qualifying events;
 - 2.2 Whether the S.A. Champion concerned has won more than one S.A. Championship title in the year under consideration, or has previously won a S.A. Championship title.
 - 2.3 Championships that shall qualify for consideration are those where the championship is decided on the overall results or on overall results with class results taken into account. Where class results are the sole criteria for scoring towards a championship, the champion concerned shall not be considered unless the minimum number of starters as determined in the SSRs, participated in the class in the events scoring towards the championship from which the champion emerged.
 - 2.2 **Overseas Competitions**
South Africans achieving noteworthy results in FIA, FIM or CIK recognized overseas competitions, subject to the competitor concerned or his nominee furnishing MSA with full official results and documentation relating to the event(s) participated in, ie regulations, entry lists, programmes, press cutting, etc. (Refer to IMPORTANT Note at end).
 - 2.3 **International Events (Local)**
South Africans competing in International events, subject to the following:
South African competitors (finishing within the first 20% of the field) in such events in which at least 20% of the competitors are from another continent, provided that the importation of third-rate drivers from other continents for such events is strictly limited. (refer to IMPORTANT note at end).
 - 2.4 **South African Teams – International Events**
Where the International Regulations for a competition requires that a National Team be entered and where such Team is selected by MSA solely on merit or following Trials, the members of the Team so selected may be nominated as the official South African Team prior to their participation in the competition concerned. Such nomination shall be at MSA's sole discretion.

NATIONAL COLOUR GUIDELINES

2.5 Other Events

South Africans achieving noteworthy and outstanding performance in motorsport in a category not otherwise provided for in sub-clauses 2.2, 2.3 and 2.4 hereof – subject to the competitor having won at least one S.A. Championship title during the preceding four years. (refer to IMPORTANT Note at end)

IMPORTANT:

- It is a pre-requisite of Sport & Recreation of S.A. and the S.A. Sport Confederation and Olympic Committee, that only South African Passport holders (ie South African citizens), may be nominated for National Colours;
- To be classified as a worthy international event (both overseas and locally), the event must be inscribed on the FIA, FIM or CIK calendars/sub-calendars;
- **It is a pre-requisite of the S.A. Sport Confederation and Olympic Committee that a competitor must have participated in an international event (either overseas or a local international event) to qualify for National Colours, irrespective of the number of S.A. Championship titles the competitor may have won.**
- **MSA, at its sole discretion, may nominate any candidate for National Colours purely on international participation or achievements provided that the international event/series complies with the parameters set out in 2.3 and 2.4 above, and the individual has participated in events of National Championship status with success during the previous three years.**
- **If more than 10 South African competitors qualify or are selected to participate in a World Championship event - inscribed as such on either the FIA, FIM or CIK world championship calendars, MSA will apply to the S.A. Sports Confederation and Olympic Committee for such competitors to be recognised as an official South African Team and for these competitors to be awarded National Colours prior to their participation in the said event.**

NATIONAL COLOURS

1992

- | | | |
|------------------|---|--|
| J. Cronje | } | Outstanding achievements in both International and National Oval Track Racing |
| W. Olivier | | |
| H. Killian | | |
| A. Viana | } | Multiple SA Championships in Saloon Car Racing and International saloon car events
Overseas and local success - Formula Fords |
| J. Scheckter | | |
| H. Cowie | | |
| S. van der Linde | | |
| D. Hewartson | } | Outstanding success in British F3 championships
Overseas and local success - saloon cars |
| M. Smith | | |
| G. Nel | | |

1993

- | | | |
|---------------|---|--|
| S. Watson | } | Success in UK - Formula 3 events |
| G. Waberski | | |
| H. Groenewald | } | Local achievements in Formula GTi as well as Formula Renault success in UK
Local and International achievements - Formula GTi and British Formula 3 |
| G. Gouws | | |
| D. Vos | | |
| R. Schilling | } | Numerous local success in single seaters and achievement in USA F Vec event.
Outstanding local achievement in single seater events
Winning SA Off Road Car Driver Championship as well as excellent results in Baja 500 and other International Off Road events. |
| A. Thorn | | |
| | | Winning SA Off Road Car Co-Driver Championship as well as various other outstanding successes. |

1994/1995

- | | | |
|------------------|---|---|
| E. van der Linde | } | 1995 Formula GTi and SA Drivers' Champion
Finished eighth overall in 1994
RAC World Championship Rally
1995 SA Minicross Champion and campaigned successfully overseas |
| J. Habig | | |
| D. Judd | | |
| G. Langston | | |

R. Pearce	}	Successes in long-distance historic rallying
J. Paice		
S. Illman		
F. Stangl		
G. Dreyer		
D. Prinsloo	}	Multiple SA Production Motorcycle Champion and raced successfully overseas
P. Simpson		1994 and 1995 SA Speedway Champion and winner of numerous overseas events
M. Fox		Double SA Observed Trial Champions and twice participated
A. Dearden		in Scottish Six Day Trial
M. dos Santos		Double SA Motocross Champion in 1994 and class winner at SA International in 1995
G. Formato		1994 Formula GTi and SA Drivers' Champion
C. Samons		Winner of the 1994 Formula GTi "Silver Medal" Award and raced in 1995 FIA Formula 3000 International Championship
A. van der Merwe		1993-95 SA Hot Rod Champion and winner of "Rest of the World" International Series against drivers from various European countries
R. Gordon-Graham		Multiple SA oval track champion and achieved numerous successes in international events
D. Kruger		1994 SA Dirt Oval Super Modified Champion and achieved success in 1995 SA vs USA series
G. Koekemoer		1993 and 1994 SA Dirt Oval Super Modified Champion and achieved success in 1995 SA vs USA series
J. Huggett		1995 SA Tar Oval Modified Saloon Champion and achieved outstanding success in 1995 World Hot Rod Championship
D. Basing		1995 SA Dirt Oval Modified Saloon Champion and achieved success in 1995 World Championship event in the UK
		1994 and 1995 SA Dirt Oval Super Midget Champion
1996		No Awards
1997		
T. Moss		Three times SA Saloon Car Champion; 7th Overall in the 1996 24 Hour Endurance Race at Spa Francorchamps on Belgium
M. Briggs		Twice SA Saloon Car Champion, SA Production Car Champion, outstanding success 1993 and 1995 British Touring Car Championship – Kyalami
D. Juby		1996 SA Production Car Champion, 1996 SA Group N Champion – Class B – 1994, Jim Russel Racing School Series Champion – 1994
H. Lategan		1996 SA Touring Car Champion – Class B; Twice SA Formula Vee Champion; Once SA Formula Ford Champion
S. Scribante		1996 SA Group N Champion – Class E; 1994 and 1995 SA Karting Champion
M. Gleed		1996 SA Formula Ford Champion; Outstanding success in UK Formula Ford Winter Series
M. Jurgens		1996 SA Formula GTi Champion; 1996 SA Drivers Champion; Twice SA Karting Champion – 100 Super Class
M. Steyn		1993 and 1995 SA Karting Champion – 100 Stock and Super Classes; 1996 SA Group N Champion – Class F
G. van Schalkwyk		1992, 1995 and 1996 Group N Champion – Class A
B. Roos		Twice SA Karting Champion – 100 Super Class; Outstanding success in international karting championship events
W. Taylor		1994 World Sports Car Champion; 1995 Danka/Konica Ferrari 33 SP Team – runner up; 1996 IMSA Exxon World Sports Car Champion; 1996 SA Motor Racing Driver
I. Topliss		1996 SA Motocross Champion – 125cc Open Senior Class; Success in 1996 Belgium Nationals and 1996 Togo 1st Africa Supercross
R. Campbell		1993, 1994, 1995 and 1996 SA Motocross Champion – Veterans Class; Three times 125cc Senior and Open SA Motocross Champion.
G. Dempsey	}	After qualifying for the final, finished 7th in the Coupe de l'Avenir International Motocross event, Belgium, October 1996
J. Hodson		
B. Brito		
L. Slabbert		
A. Vowles		
		1994, 1995 and 1996 double SA Enduro Champion – 200 and 250 Classes; Two Day German

NATIONAL COLOURS

H. Hayward	Enduro event success; 1996 Int. Six Day Enduro (USA) – Silver Medal 1996 SA Enduro Champion – 200 Class; Silver and Gold Medals 1994 and 1995 International Six Day Enduro events (Holland and Spain).
D. Curtis	1995 and 1996 SA Enduro Champion – Open Class.
A. Cox	Multiple SA Enduro Champion – all classes; Gold Medal 1995 International Six Day Enduro (USA).
R. van Niekerk	1994, 1995 and 1996 SA Enduro Champion – 200 and 500 Classes
V. van Deventer	1995 and 1996 SA Off-Road Quad Champion; 1996 – Outstanding success in Baja Telecel 1000 Race Portugal.
F. Czepek (Snr)	1994 and 1996 SA Off-Road Special Vehicle Champion Driver.
F. Czepek (Jnr)	1994 and 1996 SA Off-Road Special Vehicle Champion Co-Driver.
A. Fontini	1992 and 1996 SA Oval Champion – American Saloons and Midgets.
S. van der Merwe	Eleven times SA Rally Championship Driver; Once SA Modified Saloon Car Champion; Once SA Group A Champion; winning 1996 Castrol International Rally – Swaziland.
F. Boshoff	Ten times SA Rally Championship Co-Driver; Winning 1996 Castrol International Rally – Swaziland.
S. Damseaux	Multiple SA Rally Driver Champion; Outstanding success in International Rallies (UK and Zimbabwe).
V. Bonafede	Multiple SA Rally Co-Driver Champion; Outstanding success in International Rallies (UK and Zimbabwe)
S. Beukes	Success in long distance international historic rallying.

1998

G. de Villiers	Group N Class Champion: 1993 and 1994; SA Production Car Champion – 1994; SA Saloon Car Champion – 1997; SA Touring Car Champion – 1997.
B. Morgenrood	1987 SA Production Car Champion; Wesbank Modified Champion: Challenge – 1996; Class A – 1997.
S. Watson-Smith	Multiple Group N Class Championship: 1991 – Class E, 1995 – Class B, 1997 – Class B; SA Production Car Champion – 1997.
J. Smith	SA Formula GTi Champion – 1997; SA Drivers Champion – 1997.
R. Wood	Multiple SA Circuit Motorcycle Racing Championship; SA Superbike Champion – 1997
S. Norval	125cc Motorcycle Class Champion – 1993, 1994; SA Racing Motorcycle Champion – 1996
R. Wolk	SA Junior GP Karting Champion – 1995 and 1997
M. van Niekerk	SA Formula 100 Karting Champion – 1996 and 1997
G. Cronje	SA Karting Champion – 100 Stock – 1994; 100 Super – 1997
M. Angel	SA 250 Superkart Champion – 1996 and 1997
A. Reyneke	Multiple SA Off-Road Champion Driver in Production/Commercial Vehicle Categories: 1990, 1993 – 1997 (inclusive)
R. Houghton	SA Off-Road Production Vehicle Champion Co-Driver: 1995, 1996 and 1997
R. Manning	Multiple SA Motorcycle Off-Road Champion: 200cc – 1991, 200cc Cross Country and Overall – 1994 and Multiple SA Motorcycle Enduro Champion: Open Class – 1990, 1991, 1994 and 1997
G. Maclachlan	SA Motorcycle Off-Road Champion 250cc Class 1995 and 1997.

1999

C. Basing	1996 and 1998 SA Midget Class Oval Champion
J. de Jager	1997 SA Pro-Mini and 1998 SA 125 High School Motocross Champion
S. Dyson	Outstanding success 1997 and 1998 – "Coupe De Avenir" (Motocross)
F. Fourie	1993 SA Junior, 1994 SA 125 High School and 1998 SA Senior Motocross Champion
J. Fourie	1994 SA Super Karting and 1998 Formula Ford Champion
B. Gray	Outstanding success 1997 and 1998 – "Coupe De Avenir" (Motocross)
H. Grobler	Winner of three SA Rally Driver Championships
G. Harvey	1995 and 1998 SA Off-Road Special Vehicle Drivers Champion
C. Hincks	Outstanding success 1997 and 1998 – "Coupe De Avenir" (Motocross)
M. Hooper	Outstanding success in 1996 and 1998 – Targa Tasmania Rally (Australia) and 1999 Adelaide Classic Rally

R. Hunt	1985 and 1988 SA Junior Motocross Champion and 1998 125cc Senior Motocross Champion
K. Lechky	1997 SA Speedway Champion and outstanding success in 1993 Polish Speedway Series
B. McLeod	1995 125cc Motorcycle and 1998 Superbike Champion (Posthumously)
C. Minnords	1997 60cc Lever Junior and 1998 80cc Lever Junior Motocross Champion
N. Woolridge	Outstanding success in the 1998/99 Granada-Dakar Rally as Driver (3rd in T1 Class) and 1st South African to compete the event in the Car Category.
K. Skjoldhammer	Outstanding success in the 1998/99 Granada-Dakar Rally as Navigator (3rd in T1 Class) and 1st South African to compete the event in the Car Category.
N. Pretorius	1995 (C12) and 1998 (Overall) SA 4x4 Challenge Drivers Champion
W. Stander	1997 SA PW 50cc and 1998 SA 50cc Auto Junior Motocross Champion
A. Taylor	1997 and 1998 Formula Vee Champion
B. van Zyl	1997 and 1998 SA 50cc Junior Motocross Champion
T. Wheeler	1997 and 1998 SA 80cc Junior Motocross Champion

2000

L. Page	International AMU MX challenge – 1998 and 1999
W. Avis	FIM World MX Championship & AMU MX Challenge – 1998 and 1999
G. van Breda	World Championship Motorcycle event – 1993 and 1994
G. Orbell	1995 Sports 2000 and 1997 SA Formula Ford
C. Andrew	International Long Distance Rallies – 1998 & 1999
W. Smith	1986, 1989 – 2 titles, 1991, 1997, 1998 International Supercross event
T. Scheckter	Various International single seater achievements
C. Enslin	1997 International 6 Day Enduro
M. Signor	AMU Junior MX – 1998 PW 50, 1999 Lever 60cc, 2000 Lever 60cc
M. Vermeulen	AMU Junior MX, 1999 PW 50 3-5 years, 2000 PW 50 6 years
D. Hanslo	AMU Junior MX – 1999 & 2000
B. Wheeler	AMU Junior MX – 1999, Autoclutch, 80cc Senior class
M. Baxter	AMU Junior MX, 1997 PW50, 1999 80cc Junior
L. Poulter	1996 – Stocks, 1999 – 125, 2000 Group N Class D, World Championships, Puerto Rico.

2001

C. Piazza-Musso	Multiple SA karting champion and winner of ROTAX MAX Challenge Grand Finals in Malaysia
M. Cronje	SA karting champion and success in ROTAX MAX Challenge Grand Fials in Malaysia
G. Wolhuter	SA Enduro champion and success in International Six Day Enduro (ISDE)
S. Burger	2001 FIA African Rally Champion Driver
P. Swanepoel	2001 FIA African Rally Champion Co-Driver
R. Briggs	SA karting champion and competed with success in international karting
W. Orr	SA karting champion and competed with success in international karting
M. Liebenberg	SA junior motocross champion and competed with success in 2001 AMU Motocross Challenge
R. Angilly	SA junior motocross champion and competed with success in 2001 AMU Motocross Challenge
D. Wheeler	SA junior motocross champion and competed with success in 2001 AMU Motocross Challenge

2002

C. Tennant	SA Jnr 50cc Auto MX Champion (2001 and 2002), 2nd in class in Int. MX event - Namibia (2002).
G. Obery	SA Jnr 85cc Snr Lever MX Champion 2002, Class winner in AMU MX Championship - Kenya (2002).
R. v.d. Westhuizen	Multiple SA MX Champion (2000, 2001, 2002) and outstanding success in Int. Championship events in Europe, and AMU MX Championship (2001)
G. Den	Multiple SA MX Champion (2001 and 2002), outstanding achievements in USA, Japan, Canada, Costa Rica and AMU MX Championships (1999 - Zimbabwe, 2000 - S.A. and 2002 - Kenya).

NATIONAL COLOURS

- R. Paisley 2002 FIA African Rally Champion Co-Driver.
 T. Sipuka 2002 S.A. Polo Cup Champion, outstanding success and participation in Malaysia (Protan Cup) and Belgium.
 M. Stephen Winner - 2002 Max Rotax Karting Challenge, outstanding success in 2002 Int. Max Rotax Challenge - S.A.

2003

- K. Smythe 2001 and 2002 60cc S.A. Motocross champion, and outstanding success in 2002 AMU MX Championship in Kenya
 B. Fenton 2001 & 2003 50cc SA Jnr MX Championship and outstanding success in 2002 AMU MX Championship in Kenya
 J. Gutzeit Multiple Class Champion, 2003 S.A. Enduro Championship and success in various International events
 K. Stegen SA Championship and multiple wins in AMU MX Championships
 C. de Villiers 2002 S.A. Off Road Open Quad Champion and winner of Quad class in Paris/Dakar event
 B. le Riche Multiple S.A. Observed Trials Champion and participation and success in various international events
 F. Rueda Winner of 2003 FIA Africa Rally Championship – Driver
 M. Botha Winner of 2003 FIA Africa Rally Championship – Navigator

2004

- W. Avis Outstanding success in international motocross and participation in 2004 SA MX GP, Sun City, including MX des Nations
 T. Rattray Outstanding success in international motocross, 2nd in 2004 SAMX 125cc World Championship, and participation in 2004 SA MX GP, Sun City
 C. Dugmore Outstanding success in international motocross, including MX des Nations, and participation in 2004 SA MX GP, Sun City
 G. Swanepoel Outstanding success in international motocross, including MX des Nations, and participation in 2004 SA MX GP, Sun City
 B. Bircher
 R. Branch
 B. Brito
 S. Davies
 J. de Jager
 D. Fitz-Gerald }
 K. Fitz-Gerald } Outstanding success in motocross, AMU MX Championships, and participation in 2004 SA
 S. Ford } MX GP, Sun City,
 F. Fourie
 H. Hanekom
 S. Kruger
 L. Peterson
 K. Stegen
 I. Topliss
 D. van der Berg
 R. vd Westhuizen
 C. Venske
 T. Classen Outstanding success in AMU Baja Championship, Kenya
 E. Smith Multiple S.A. Speedway Champion and outstanding success in Int. Speedway
 C. Morgado }
 M. Murray } Outstanding success in Rotax Max World Challenge
 W. Orr }

C. Alchin }
 Q. Saayman } Outstanding success – International Oval Racing
 A. Larsson }

2005

R. Odendaal 2004 South African Rotax Max Junior Champion and competed with success in international Karting events.

W. Swart Winner and Runner up in the SA National Series Qualifier at Rotax Max Grand Final 2004. Competed with success in various Karting events.

J. Murray Competed in the SA National 125cc Grand Prix Champs and reached 3rd place. The youngest driver and only female ever to qualify for the final race at Rotax Max World Final and competed with success in various Karting and Formula Ford Events.

L. O' Farrell 2002 SA Pro-Mini cross Champion and 2004 SA 125 High School Champion and competed in the SA Motocross Grand Prix in 2005.

S. Terreblanche 2004 SA Pro-Mini cross Champion and competed in the SA Motocross Grand Prix in 2005.

S. Naude 2003 SA Pro-Mini cross Champion and competed in the SA Motocross Grand Prix in 2005.

P. Combrinck }
 J. Umpleby } Outstanding success in Motocross and AMU MX Championships and participation in
 J. Geldenhuys } 2005 SA MX GP at Sun City
 G. Hanekom }
 M. Krause }
 L. Page }
 L. Vercuel }
 G. Aspinall }
 C. Van Niekerk }
 B. Wheeler }
 T. Monk }
 M. Rajzowicz }
 J. De Bruin }

H. Kennaugh 2004 SA Motorcycle Circuit Champion and competed in international events with outstanding success.

R. Pitchford 1989 and 2005 SA Off Road Car Champion also competed in the Rally Raid Dakar in Portugal and various International Off Road Car events.

F. Jordaan 2004 SA Champion Off Road Racing and came 7th Overall in Dakar Rally in 2004 and competed with success in international Rally and Off Road events.

W. Meier 1991 and 1992 SA Speedway Champion and competed with success in international Speedway events.

LIFETIME ACHIEVEMENT AWARDS

2002:

Sarel van der Merwe

A competitor who has become a household name in South Africa. Known as an outspoken character and an aggressive, skilful driver, his list of successes bears testimony to an outstanding racing career which has seen an amazing cross-over between rallying and circuit racing.

First made a name for himself when he won the SA Rally Drivers Championship in 1975. In 1977 won both Group 1 Championship as well as SA Rally Drivers Championships. Also won Daytona 24 hour race in the mid '80's. In 1988 won the SA Rally Drivers Championship, for a record 11 Rally Championship titles. Won the SA Modified Saloon Car Championship in 1994, the Castrol International Rally in Swaziland in 1996 and the SA Modified Saloon Car Championship. Was awarded National Colours for his many achievements in 1998.

Alfie Cox

One of the most successful South African motorcyclists of all time, and since the '80's, one of non-circuit motorcycle racing's most formidable competitors.

Between 1985 and 1999, won the SA Motorcycle Enduro Championship a remarkable 10 times. Also, since 1985, won the SA Off-Road Motorcycle Championship (including one Sprint Championship title), a staggering 13 times over 17 years, with his most recent victory being in 2001. In 1995 he was awarded the Gold Medal for the International Six Day Enduro in the USA, and in 1997 he received his National Colours. Has won the Roof of Africa an incredible 9 times, and twice finished second in the grueling Dakar event. Unlikely that this skilful and tactical rider's amazing achievements will ever be bettered.

2003:

Russell Wood

A Superbike rider who, despite a horrific crash at Killarney in March 2002, won the next round of the Superbike Championship, although he could barely walk. Scoring a number of further victories, he won the 2002 S.A. Superbike Championship. From 1985 to 1995 has won seven 250cc S.A. Motorcycle Racing Championship titles and from 1992 to 2002, four S.A. Superbike Championships. Has participated successfully in many World Championship Road Racing events.

Russell Campbell

A motocross rider who has become a household name in South Africa. Over a racing period spanning 17 years, with a hiatus of 4 years in the early eighties, won 15 SA Motocross Championships, ranging from the 125cc High School Championship in 1979 to the Veterans Championship in 1996. Was awarded Springbok Colours in 1981 for winning two of those SA Championships in that year and for being the most outstanding rider in the series of International motocross events held during December 1981.

Derick Irving

Was awarded Springbok Colours in 1975 for finishing 19th overall in the Formula "K" World Championship in Portugal. Has won the Formula K International CIK Open All African Championship three times in 1982, 1983 and 1985. On home soil, he won 13 SA Karting Championships between 1973 and 1994, a winning career spanning 23 years.

David Clapham

Has been actively involved with circuit racing since the 1960's, first as the full-time secretary of the SCC of SA from 1960 to 1970. Although he organised many regional and other rallies, gymkhanas and fun events during this period, his first love has always been circuit racing. He was responsible for the introduction of saloon car racing in 1961, followed by the SA Saloon and Sports Car Championship in 1964. He introduced Formula Vee racing in 1965 and participated with great success, and also introduced Formula Ford racing in 1969. Arranged the first Sunshine Series for Formula Ford in 1970 and the Driver to Europe Award which introduced Jody Scheckter to international racing. In 1993 he introduced Super Touring Car racing to South Africa, and was responsible for the implementation of transponder automatic timing for circuit racing. Has chaired numerous motorsport associations and committees, and, as a Fellow of the SA Guild of Motoring Journalists, is still active as a motorsport correspondent.

Ralph Behm

First became involved in South Africa motorsport as a spectator marshal in 1955, and managed the Killarney circuit for some 10 years from 1959. Served as Clerk of the Course at Killarney from 1963 to 1970, as well as major karting events, including events featuring international competitors.

Was first appointed to RAC Committee in 1964, and was one of the Interim Board members responsible for the transfer of sporting power from the AA to MSA. He served as a director of MSA from the first MSA AGM in 1994 until 2000, and was Chairman/President of the National Rally Committee/Commission from 1976 until retirement in 1997. He has served on MSA Courts of Enquiry and Appeal and as FIA Steward and Observer at

African Championship rallies, as well as representing South African interests at FIA conferences. He also served as Clerk of Course at rallies from regional to international status over 39 years. On the competitive side, he won 5 WP Rally Co-Drivers Championships and achieved 3rd place in the National Rally Championship in 1969.

Trevor Kilburn

Starting his motorsport career as a timekeeper at Grand Central in 1959 and continuing until 1967 at Kyalami, was a club competitor in car events in the early 1960's. Raced karts from 1963 to 1979, winning a number of championships. In 1966 he was elected to the Rand Kart Club Committee, and served as Chairman for a number of years. Was a founder committee member of both the Transvaal Go-Karting Association in 1967 and the SA Formula K Association in 1972. Has organised 5 international kart team tours between SA and Great Britain in the 1970's, and in 1979 was elected as National Karting Representative on the AA National Motorsport Council, serving in this position until 1989. In 1980 was invited and joined CIK's Executive Committee and also served as Chairman of the Organising Committee for all CIK/FIA International African Championships held in South Africa in the 1980's.

In 1985 he was elected Chairman of the AA Motorsport Management Committee and held this position until the severance of motorsport from the AA in 1995. In 1990 he was appointed as a non-executive director of the AA, representing motorsport until 1994, and in that year was appointed as MSA's deputy representing South African motorsport on the FIA. In 1995 was appointed Director and Chairman of the MSA Board of Directors, from which position he retired in 2002. Subsequently the MSA Board of Directors unanimously elected him Honorary President of MSA. Started participating in classic car rallying in 1993, and still competes in historic rallies.

John de la Hunt

When he started his motorsport career in the early 1950's when he joined the Rand Motoring Club, there were only two disciplines of motorsport, track racing and regularity rallies, and he participated in both. Later on he rallied motorcycles and classic cars with great success. In between competing he took to organising and when the licensing system was introduced he was one of a handful of people who qualified for an "A" Grade Licence in both racing and rallying.

However, it was in timekeeping that he really made his mark, becoming the official timekeeper for all major events in South Africa including the Nine-Hour races and Grands Prix. Until his death he was the official timekeeper for every South African land speed attempt. From early in his career he served as a Steward at both National and International events. He was also a long serving member of the National Competitions Committee, which later became the Motorsport Council. After he retired from the Council he was appointed to the National Court of appeal, which he served with honour until his untimely death. He was one of the true gentlemen of the sport, always willing to help anyone or any club. His achievements will long be remembered.

Francis Tucker

His contributions span over a lifetime of motorsport. Not only was he a highly competitive participant in the sport, including various forays on the world-famous Roof of Africa in a near-standard car, but he also achieved monumental success in the early days of rallying, in which he last won the SA Rally Drivers Championship in 1966.

He can undoubtedly be acknowledged as the "Father of the AA Kyalami Grand Prix Circuit" having been involved with Alex Blignaut from the circuit's very first layout by ploughing the shape of the track with a tractor, to the hosting of many world famous World Championship events, including the 9 hour and of course F1 Grand Prix racing. He also served as Steward for all the Grands Prix events at Kyalami until SAMRAC sold the circuit. Was Chairman of the Sports Car Club for 17 years, and his running of the club and after-parties bears witness to his initiative, foresight and utter dedication to the sport. He was also at the forefront of the organisation of the Castrol International Rally, an event which brought South Africa to the brink of a World Championship event.

Alex Blignaut

His interest in motorsport first started when he was at university, and he joined the SCC in the early 1950's, racing MG's at Grand Central. At the end of the 1950's, with the encouragement of Dave Marais, the then so-called sporting mayor of Johannesburg, he embarked on the task of identifying a circuit in Johannesburg while serving as secretary to SAMRAC, the body of 6 clubs tasked with this project. After identifying and initially rejecting Kyalami as a possible venue, it was decided to build the circuit there. The circuit was completed in 1961, and he was instrumental in arranging the first 9 Hour event and the final round of the SA Drivers Championship at Kyalami in that year.

Other events which he was instrumental in introducing at Kyalami included the Rand Grand Prix, precursor to the Springbok Series, long distance races and the Springbok Series for Sports Cars. Apart from marketing the 9 Hour events at Kyalami, he persuaded the Formula 1 World Championship fraternity to stage a round there in 1967, after the East London circuit was considered no longer suitable, and he was closely involved with the running of F1 Grands Prix at Kyalami until their demise. Was highly respected by the international racing fraternity, and enjoyed excellent relationships with the likes of Bernie Ecclestone. From a competitive aspect,

LIFETIME ACHIEVEMENT

he realised that he would never achieve great success as a driver, and thus ran his own teams of Ford Saloon Cars, Formula 5000 and Formula 1 Cars.

2004

Buddy Fuller

Mr Speedway, Mr Hot Rod, Mr Oval or just plain Buddy, Buddy Fuller is known by a thousand names but answers to only a single passion, motorsport. After an involvement lasting almost 70 years, he is recognized not only as one of South Africa's most successful speedway riders but as the doyen of oval track racing promoters. "Buddy" Fuller made his acquaintance with oval track racing with the introduction of dirt track-speedway racing to South Africa in October 1928. He raced with 350cc and 500cc Nortons in all the major events in the country. He had already made his mark in speedway, which he made his debut at the Old Barn Track near Alberton in 1938. He won the Diamond Shield for the Harlequins Club championship in 1939 and in 1939-1940 the South African dirt track championship at the Old Barn retaining the title at this track in 1946.

Buddy was instrumental in introducing speedway at Wembley Stadium in Johannesburg. He also became founder and Chairman of the African Speedway Riders' Association.

Buddy captained South Africa in the test series against England. It was the first of what was to be 23 representative appearances for South Africa, 13 as captain.

On the track, Buddy remained at the forefront. He crashed in a match for the Saxons and was struck by a following rider, suffering a fractured skull, broken jaw and partial paralysis of the right side of his face. Doctors recommended that he retire. Buddy decided otherwise. Buddy introduced stock car racing to South Africa in 1955 and drove regularly. In 1956-57, Buddy launched his Cavalcade of Speed comprising speedway, stock car racing and stunts at venues countrywide. The stunts led to the formation of the Hell drivers stunt troupe. Buddy became founder Chairman of the South African Hot Rodders Club, and imported American V8 sprint car racing in 1966. Buddy also became involved in drag racing, imported a dragster from the UK in partnership with Brian Murray, with whom he formed Fulray Racing.

Buddy introduced modified saloon oval track racing and Australian side-car speedway to South Africa, with test matches against British teams, and even held the first supercross race in the country, in New Kingsmead, Durban in 1986. Fuller continued to stay involved through the 90's, first running the Brakpan oval and then becoming involved in the Wembley oval revival.

Jan Hettema

Jan Hettema can certainly count himself among the South African motorsport legends, for the last 27 years Jan was known, and loved, as the Clerk of the Course for the Total Economy Run, that unique motorsport event that has carved out its own special niche. When Total South Africa approached the Pretoria Motor Club in 1977 to organize the Total Economy Run, Hettema was the Chairman.

He is a controversial person at times, a great storyteller and a no-nonsense clerk of the course. But then he is after all so much more than just a clerk of the course. Born in 1933, the young Jan Hettema soon began to excel in sports and it was cycling that drew his fancy in his late teens. The need for speed was there and in 1956 he was a member of the South African team that went to the Olympic games in Melbourne. He earned his Springbok colours for that achievement and repeated the feat two years later in the Commonwealth Games in Cardiff. But two wheels weren't enough. He wanted to pit his skills against others on four and soon he began to take part in local rallies, hill-climbs and road races. Rallying became his great love and he won the first of his five national drivers' titles in 1963 for which he was awarded his Springbok Colours. The other titles followed in 1967, 1968, 1969 and 1976. In the meantime he also competed in World Rally Championship events. He did six Monte Carlo Rallies between 1964 and 1970, with a best result of 22nd overall out of 350 competitors. In 1970 he drove a Toyota on the Monte, heralding the company's first official participation in motorsport world wide and lay as high as 9th before his diff broke. He also took part in the RAC Rally in 1976 and 1977 but as was so often the case, mechanical problems forced him out of a high position. In 1984 he was leading the Madeira Rally in a Porsche before yet another breakage caused his retirement. Despite taking on the responsibility of the Total Economy Run in 1977, he continued to compete in various club and regional events in South Africa, both off and on the track.

Mick van Rensburg

Known as "Mr Drag Racing", Mick van Rensburg has been the prime mover behind the sport for as long as anyone dares to remember. Mick's first car, after about 16 bikes, was a 1952 Oldsmobile Super-rocket 88. After that came a 1958 Oldsmobile Rocket. He began cruising the streets, looking for the odd dice. The noise of finely tuned engines in the early drag years shattered the once peaceful streets of Eloff Street Extension, Jules Street in Malvern and Plantation Road in Westdene, although a private mine road in Benoni remained a favorite venue. Rainbow quickly became the Mecca of Drag racing the facility undergoing various improvements, but because of the lack of space, racing the bigger capacity cars became dangerous. Mick decided to build his own

drag strip. Three adjacent smallholdings of 20 morgen each were purchased at Tarlton in 1972 and he started laying out a circuit based on top American specifications. He soon discovered that the three smallholdings were not going to be enough, and was forced into buying another adjoining piece of land. When Tarlton opened its gates for the first time in 1978, it was primarily as a drag racing complex that matched anything in the world. Provision, however, was made for other categories of motorsport and over the years, Tarlton has hosted national and international motocross, speedway and short circuit off-road racing, with the facility also utilised from time to time as a special stage on national and international rallies. In 1986, Mick felt the show needed a new spark. He decided to travel to the United States and learn how to pilot jet dragsters. Mick successfully completed the training course and bought a Jet, with a second car "donated" on the grounds it would be used by American drivers when they visited South Africa. Getting the two cars into South Africa proved to be somewhat difficult as the arms embargo, which prohibited the sale of military goods to the country, was still in force. The cars, powered by Westinghouse Jet engines taken from McFonnell Banshee fighter aircraft were, therefore, classified as military apparatus. In order for the cars to leave American shores, special dispensation had to be granted by the US Senate. Mick had to lodge a large deposit and sign an affidavit to the effect that the engines would not be used for military purposes. The cars which push approximately 11,000 horsepower and utilize diesel rather than aviation fuel, were soon the main attraction at Tarlton. During 1990 Mick began gearing up for the World Jet Finals in Palmdale in the US. On 6th October, 1990, he finished 3rd in the finals, one of his proudest achievements.

Also in 1990, Mick became the first driver to dip under the 7 second barrier. Mick being the first driver in Africa to break the 200 mph barrier in a piston-engined vehicle. In 1993 Mick did it again when he became the first driver to dip under 6-seconds. The record still stands today. However the highest speed ever recorded in South Africa was his run at Margate Airport in the 90's where he ran a terminal speed of 478.00km/h. At the beginning of 2000, it was deiced with the help of the late Joe Graca, to incorporate the 4.6 and 8 cylinder street legal cars that had previously been running on their own since the late 80's. Mick and Joe's vision have paid dividends with more and more streetcar contenders entering each event. Drag racing is the most extreme division of motorsport in the world and Tarlton International Raceway can rightly be referred to as South Africa's Premier Drag Racing Strip. It stands as a testament to an extraordinary man and his family, who despite many obstacles being placed in their paths over the years, have kept the dream alive through an iron clad optimism.

Giovanni Piazza-Musso

Giovanni arrived in South Africa in June 1970 and headed up the Alfa Romeo competition department , running cars for drivers such as Arnold Chatz and Basil van Rooyen, whilst rallying on the side as a privateer. In 1971 in only his second year in rallying he won a National rally overall with a 1300 cc Alfa and was immediately names by Jan Hetteema as heavy shoes and at prize giving went on to say that Alfa should give him an 1100 the following year and not a Two Litre. In 1974 he became a works driver for Ford under the management of the late Bernie Mariner. After a mixed year and with family and business commitments, he returned to Alfa in '75. In 1977 he began his circuit career behind the wheel of a 1600 Alfa in Class W. He went on to win the regional championship in his first year and in 1978/9 took the overall Group One Championship back to back, winning 59 out of 63 races entered. In 1980 he received the State President's Award for his achievements. In 81 he returned to Rallying with Toyota under the helm of Scamp Porter winning a couple of class championships. In 1984 seeing that his sons were turning 18 and his efforts to keep them out of motorsport were rapidly depleting he decided to pool his resources and compete in the Costa Smeralda Rally, a European round of the championship on gravel, and tackle the infamous World Championship Rally the "Tour De Corse" a couple of weeks later in a 1600 Group A Toyota. He and his co-driver, Steve Harding, won the 1600 class in group A and were a very creditable 11th overall in Costa Smeralda, seeing as the entries included factory group B bars such as Henry Toivonen in a Lancia, Michelle Mouton (Audi Quattro), not to mention the factory 2 litre and 1600 group A cars, with drivers such as Malcolm Wilson. They then headed for Corsica for the world rally event and went on to finish 1st in class, 3rd Group A and 12th overall. He returned to receive his Springbok Colours. In 1986 he started up Piazza Motorsport.

Sy Symons

Sy Symons worked as the motorsport editor of the Rand Daily Mail for many years. Through his efforts motor racing received tremendous publicity which helped to draw Crowds and popularize the sport in the 1960's. His efforts assisted in the establishment of Kyalami and the 9 Hour Race which helped put Kyalami on the map. Sy has been a member of the Pretoria Motor Club, which he also served as chairman and a keen organizer and competitor. He organized and was the first Clerk of the Course of the Total Rally which later gained International status. Sy was a keen competitor in both racing and rallying and won a number of international events, and was the first person to drive up Sanin Pass in a two-wheel drive vehicle.

Denis Joubert

Dennis has played a pivotal role in the life of Killarney – almost from its very beginning. He negotiated the acquisition of the circuit by the Western Province Motor Club in 1964, and pioneered and planned its development and success since then, both in the scope and breadth of the events run at the circuit as well as the multi-faceted facilities it now provides at one venue. Whilst continuing to campaign for greater national and

LIFETIME ACHIEVEMENT

international events at the circuit, Dennis has always ensured that Killarney remains South Africa's most active home for local and regional motorsport of all kinds, and has entrenched the circuit's viability with innovations and workshops to the local motor trade and commerce. With his own active background in motor racing (largely as a sports car driver), he has always been able to empathise with and encourage competitors at all levels, and continues building on his passion of wanting motorsport to prosper forever.

Greg Albertyn

Greg's name has of course been a household name in motocross for more than two decades, and has undoubtedly been South Africa's greatest motocross export. It became apparent from an extremely young age that Greg possessed the talent, dedication and determination to become a Champion. Dave won various S.A. MX Championships in 1986, 1987 and 1989, and also won the SA Supercross Series in 1988. At the age of 17, Greg moved to Europe to compete in the FIM Motocross World Championship. In 1991, he finished 8th in the World MX Championship.

In 1992 Greg became the World 125cc Motocross Champion, and then moved to the 250cc Class – clinching the 250cc World Motocross Championship titles in both 1993 and 1994. He also raced for South Africa in the the Motocross des Nations, which is regarded as the Olympics of Motocross.

Greg then moved to the USA, where he competed in the 250cc Motocross and Supercross Series. Unfortunately a spate of bad luck and injuries plagued the liable South African for four years. Not being one to give up so easily, Greg continued with renewed determination. It all eventually paid off when he was crowned the 1999 AMA 250cc Motocross Champion. Greg went into the 2000 Supercross Series as the favourite, but after two races, again dogged by injuries, he had to retire.

Although he competed in a few races from time to time, he retired from the professional motocross circuit, deciding to concentrate on his property development business and to try and do some good in Africa. He is involved in charity work throughout South Africa, especially AIDS related charities. Being a devout Christian, he is committed to making a difference in people's lives, and his charity work goes a long way to realising that goal

Greg decided to come out of retirement to participate in one event only - the 2004 S.A. MX GP at Sun City on 26th September 2004.

Rory Byrne

Rory Byrne obviously needs no introduction – especially to Formula One and/or Ferrari fans. A qualified Chemical Engineer, Rory's interests in aerodynamics was originally fostered with remote-controlled model aeroplanes. His first position as a F1 Designer was with the Toleman team, which subsequently became the Benetton team, and where he designed F1 GP World Championship winning car driven by Michael Schumacher in 1994 and 1995.

In 1997, Rory was appointed Chief Designer to the Ferrari team, and as a result, combined with the Benetton achievement, he has designed every F1 GP World Championship winning-car driven by Michael Schumacher. As at the end of the 2004 season, Rory has been the designer of 99 F1 race-winning cars, and the next Ferrari win will be his 100th – no mean achievement!

2005

Dave Charlton

Although born in Yorkshire, England, he is regarded as South African and always raced as a South African.

His career was kick started with some good results in 9 Hour races held at Grand Central and he then moved to single seaters. With an outdated 4-cylinder Lotus 20 run under the Scuderia Tomahawk banner, he failed to qualify for the 1962 South African Grand Prix in East London.

Five years later he qualified his Brabham BT11 impressively to line up in 8th place for the S.A. Grand Prix at Kyalami, but finished 17 laps down and wasn't classified.

On the domestic scene he was making a name for himself and in 1968 he travelled to England to test for Cooper and race a Lola T70 in the BOAC 500 at Brands Hatch. He progressed to better machinery with each season and took the first of six consecutive SA Drivers Titles at the wheel on an ex-works Lotus 49 in 1970. This was replaced by a Lotus 72 in 1972, and in addition to the SA GP he also joined the works Gold Leaf Team for the Dutch and British Grands Prix, but without any luck.

He was perhaps unfairly blamed for a multi-car shunt on lap two of the '73 Grand Prix, but with backing from faithful sponsors, Lucky Strike and Sasol, he took his Lotus 72 to Europe for three mid year Grands Prix. For reasons never really explained he became ill at each venue and returned home without having qualified in France and retiring from the other races.

He continued to dominate the domestic series and won his last Championship at the wheel of a McLaren M23 in 1975, the last year of Formula One in South Africa. Although he moved to Formula Atlantic, it never held his attention and he soon started racing saloon cars. As well as racing he is a competent pilot and is still a regular at race circuits.

Serge Damseaux

His motorsport career has spanned more than 25 years. He started on the track while preparing a racing car for a friend, and although he has had numerous successes on the track over subsequent years, his heart was really in rallying and it is in this discipline of the sport that he became a legend over the years. He began rallying in

an Alfa Romeo in 1974 and also drove Escorts, Corollas and Datsuns, quickly making his mark as one of the most talented drivers on the South African Rally scene and going on to win the Western Province Regional Drivers' Championship more times than he cares to remember. He took his first national championship rally victory in the 1985 Nissan International Rally, driving a Ford but it was his association with Toyota that led to one of the most successful rally careers in South African history. As a Toyota works driver he went on to increase his rally win total to 66, equalling that of Sarel van der Merwe, while his 10th South African Drivers' title last year falls just one short of Van der Merwe's record. Out of the many highlights in his career, he says one of the proudest moments of his life was when he took the locally developed Corolla 4x4 turbo to its first victory in a rough battle with the then dominant Audi Quattros in 1987. Another was winning the 2000 SA Rally Drivers' Championship in the 1600cc Class A6 Toyota Corolla, against the much more powerful Class A8 cars.

Paddy Driver

This recipient was the first of two South African competitors to have ever won S.A. Motorsport Championship titles on two and four wheels. In a colourful career that started in the 50's on road circuits dotted around Gauteng, this popular gentleman left for the Isle of Man and the circuits of the UK and Europe where he shone and enjoyed many successes. He finished second to Mike Hailwood in the 500cc World Motorcycle Championships on a much slower machine. He won the South African 500cc motorcycle title in 1962 against top competition. After returning from international motorcycle racing, he swapped to racing monster Formula 5000 single seater cars and big engined off road vehicles, and won the South African off-road championship in 1982. He was also a prominent and successful competitor in a rotary engined Mazda in the Wesbank S.A. Modified Saloon car Championships in the 80's and 90's.

Ian Scheckter

Rated by some as the faster of the two brothers, this recipient, two years older than his brother Jody, started his motorsport career in karts and motorcycles before switching to Formula Ford. He won 'Driver to Europe' award in 1972, and spent a season racing in England. On his return to South Africa, he joined the Gunston Chevron Formula Two team as team-mate to John Love for the 1973 season and stepped up to Formula One the following year when the team purchased a brace of Lotus 72s. Having finished 2nd to Dave Charlton in 1974, he, now armed with a Tyrrell in Lexington colours, again missed the title in 1975 even though he dominated the season taking six wins to Charlton's two, as the odd points scoring system saw "Charlie" take the title from under his nose. Apart from the local Grands Prix, he also did a few races for Williams and Hesketh. Formula Atlantic replaced F1 for 1976 and he had a busy year as he won the SA title and tried to break into Grand Prix racing. He became a full time driver for the team in 1977 and also won the SA title. Without having had much success in Formula One he returned home and dominated the local scene before retiring with six SA Drivers titles under his belt. He returned to the sport as a member of the works Ford team in 1989, but retired again after a serious accident at Killarney.

Desire Wilson

She started her career racing in what was commonly called Micro-Midgets and went on to claim the South African Formula Ford championship in 1976. She then moved to England and won a number of Formula Ford 2000 and Sports 2000 races. In 1979 she made her debut in the Aurora British Formula One championship and made history by becoming the only woman to have won a Formula One race when she took her Williams to victory at Brands Hatch in May 1980. Three months later she failed to qualify for the British Grand Prix at the same circuit, but did race a Tyrrell at Kyalami a year later. Unfortunately this race was during the infamous FISA/FOCA war and deemed to be a non-championship event. After running strongly in seventh place she crashed almost within sight of the flag. She also contested the World Sports Car Championship with Alain de Cadenet and won two World Championship Sports Car races at Silverstone and Monza in 1980. She faded from the limelight after this when she moved to America. Apart from a few CART races she did not race much until she joined Chrysler for the American Touring Car Championship. The series did not last long but she remained involved with motorsport in an administrative role within the Sports Car Club of America. Her last competitive outing came when she participated at both the Goodyear Festival of Speed and Goodwood Revival Races a couple of years ago.

2006

Arnold Chatz

This recipient started his career at Grand Central and was already an accomplished driver by the time Kyalami was built. In his early years, he drove Renaults with gusto and was always a hard person to beat despite being a perfect gentleman in his attitude to fellow competitors. His relationship with the Lawson Motors group was forged on his hard driving, winning ways tempered by his professional and courteous approach to the team and his fellow competitors. He remains, today, a close friend of Matthew Lawson. Hard driving in the Renaults and their propensity of breaking side shafts also earned him the dubious title of Chairman of the SCC Roly Poly Club, inverting more cars than any other driver. He was beaten by the Late Raggy Scholberg in the mid 60's,

LIFETIME ACHIEVEMENT

taking over the mantle once more following Raggy's death and has held the title ever since. He is best known for his success in Alfa Romeo cars from Berlina's to the highly potent GT America. At one point he was the most successful Alfa driver of all time, having won more trophies at the wheel of an Alfa than any of the famous names associated with the Marque.

He joined the Transvaal Committee (now known as the Northern Regions Committee) some 25 years ago and remained a member of this committee until December 2005, having had stints as Chairman and Vice Chairman. He has stood down for 2006, but remains a very valuable sporting member of the National Court of Appeal. He is Honorary Vice President of the Johannesburg Branch of the SCC. His Steward duties have included being MSA Steward at most National Championship events in the Northern Regions and all International events at Kyalami as well as the recently held A1 Grand Prix in Durban. He has fortunately agreed to continue with Steward duties despite his retirement from the Regional Committee.

Terry Stidworthy

Living in Port Elizabeth in the early 60,s this recipient developed an interest in motor sport and got involved in rallying and off-road activities with a Baja Bug.

In 1969 he re-located to Johannesburg and, following his Baja Bug roots, became passionate about Formula VEE.

Together with Rob King they manufactured 2 Formula Vee's aptly called Sting and his circuit racing career began in earnest. He entered and won the Yellow Pages Kyalami competition in a hard fought season although he never forgot to race as a true gentleman.

He became involved in the Technical Committee at an early age and always gave sound and factual advice to all who asked for it.

He was Chairman of the Formula Vee Association for 5 years, but with a family in the latter stages of high school, he opted to stand down as chairman and retire from active racing. He was immediately made Honorary President of the Formula Vee Association and at the same started to serve the sport as a whole, making himself available as a Steward and committee member of the Northern Regions Committee.

He served as Chairman of the Northern Regions circuit racing sub-committee for 12 years before standing down at the end of 2005. In the last 10 years he has missed serving as MSA Steward at less than 12 Regional race meetings at Kyalami, Zwartkops and Midvaal as a result of business commitments or a short spell of ill health. Since his retirement, he has worked harder than in all his years of employment by giving his time to the Engineering Council of SA and MSA. With his involvement in the furthering of engineering in SA, he was awarded an Honorary Doctorate. He has been responsible for single handedly producing the Regional Circuit Racing calendar for the past 12 years. He remains a member of the Northern Regions Committee and has already committed himself to all the regional races for the first half of this year.

Peter Kaye-Eddie

This recipient developed an interest in motorsport in the 1970's, joining the Sports Car Club in 1975. His interests grew to such an extent that in the mid 1980's he decided to create his own team, working closely with a number of friends that he had made over the years.

His working relationship with Robbie Smith and JSN is legendary and the performance of the BMW Shadowline surprised all who did not know the dedication he gave to the sport. The success of the venture led directly to the Firestone involvement as the control tyre supplier for Production Cars. With each successive variation of the BMW Three series, the team took on the might of the BMW factory team, winning on many occasions and leaving the factory wondering how they could equal such a performance.

When Robbie retired from motorsport, this recipient took Reghard Roets under his wing and once more gave the factory teams a great surprise. With Reghard being so close to him, this recipient's magic also turned to the VW Polo series – a major move away from the exclusive BMW Production Car involvement.

As an administrator the recipient was possibly the single rational voice within the ranks of Production Cars and his input into the series went a long way towards the prevention of its demise, and he is a true ambassador of motorsport.