



## BORDER MOTORSPORT CLUB EAST LONDON GRAND PRIX CIRCUIT



### SATURDAY 27<sup>th</sup> FEBRUARY 2010 SUPPLEMENTARY REGULATIONS

Held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa these Supplementary Regulations and any Final Instructions, which may be issued to competitors.

1. **PROMOTERS / ORGANISERS:**

Border Motorsport Club  
P.O. Box 618  
East London 5200  
E-mail: entries@pro-tour.co.za  
Tel No: 043 736 1909  
Fax No: 086 600 3030

2. **MOTOR SPORT SOUTH AFRICA PERMIT NUMBER: MSA10718**

Please note that the MSA Flag will be prominently displayed on the flagpole in the pit complex.

3. **CIRCUIT AND VENUE:**

The East London Grand Prix Circuit is situated in West Bank, East London. The Circuit is a tar macadam surface of 3,921 km and the race will be run in a clockwise direction

4. **EVENT AND STATUS**

The race meeting will cater for the following categories:

**CATEGORY**

SHELBY CAN AM  
INVESTCHEM FORMULA FORD  
RED SQUARE KAWASAKI ZX10R MASTERS  
GOLDWAGEN CHALLENGE  
ALTECH GT CHALLENGE  
ALTECH PORSCHE CLUB 924 CHALLENGE  
BORDER REGIONAL & HISTORIC SALOONS

**STATUS**

NATIONAL CHAMPIONSHIP  
NATIONAL CHAMPIONSHIP  
NATIONAL CHALLENGE  
REGIONAL CHAMPIONSHIP  
NAT CHALLENGE / REGIONAL CHAMP.  
CLUB CHAMPIONSHIP  
CLUB CHAMPIONSHIP

5. **ELIGIBILITY**

5.1 The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the category concerned and whose vehicles/motor cycles comply with the specifications as per the MSA Handbook and relevant Regional Championship Regulations. **ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING ENTRANT, DRIVER, VEHICLE PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES.**

5.2 Refer to SSR's 1 and 2 of the MSA Handbook.

6. **ENTRIES**

6.1 Entries open immediately and close at 14h00 on 15<sup>th</sup> February 2010. Entries are to be submitted on the Official Entry Form provided and accompanied by the **FULL ENTRY FEE** (Refer GCR 95) – **ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING ENTRANT, DRIVER, VEHICLE PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES.**

6.2 Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:

- entries will be accepted, in the order of being received, up to a **maximum** of 43 cars or 40 motorcycles
- thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.

- c) competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109
- 6.3 The organisers reserve the right to cancel a category should less than 15 entries be received.
- 6.4 Late entries received after **15<sup>th</sup> February 2010** may be accepted **AT THE DISCRETION OF THE ORGANISERS** until 16h00 on **22<sup>nd</sup> February 2010**, however, on acceptance of the late entry an additional late entry fee of R400.00 will be applicable.
- 6.5 **ENTRY FEES**
- |  |  |
|--|--|
| <b>NATIONAL CHAMPIONSHIP</b>   | <b>: R 1000.00 (Includes VAT and MSA levy)</b> |
| <b>REGIONAL / CLUB CHAMPIONSHIP / NAT. CHALLENGE</b>                     | <b>: R 900.00 (Includes VAT and MSA levy)</b>  |
| <b>2<sup>nd</sup> ENTRY FEE (same vehicle, driver &amp; transponder)</b> | <b>: R 400.00 (includes VAT and MSA levy)</b>  |

**ENTRY FEE REFUND: refer to GCR 109**

ENTRIES TO BE SUBMITTED TO : E-Mail: entries@pro-tour.co.za  
Fax: 086 600 3030

OR POSTED TO : Border Motorsport Club  
The Secretary of the Meeting  
P O Box 618  
East London 5200

- 6.6 Telephonic entries will not be accepted. Entries may be faxed, however, should the appropriate entry fee not be received by the Thursday prior to the race meeting, the late entry fee will be applicable irrespective of the Competitor's attendance at the race meeting. Refer to GCR 96.
- 6.7 **CHEQUES AND POSTAL ORDERS ARE TO BE MADE PAYABLE TO :**  
Border Motorsport Club
- 6.8 Entry fees can be deposited directly into :
- |                        |                                  |
|------------------------|----------------------------------|
| <b>BANK:</b>           | <b>FNB</b>                       |
| <b>ACCOUNT NAME:</b>   | <b>(Phonosound t/a) PRO TOUR</b> |
| <b>BRANCH:</b>         | <b>Sandton City</b>              |
| <b>BRANCH NUMBER:</b>  | <b>254 605</b>                   |
| <b>ACCOUNT NUMBER:</b> | <b>62132774185</b>               |

**A copy of the deposit slip is to be faxed or emailed to the Organisers at the above contacts.**

- 6.9 The onus rests with the competitor to ensure that the Organisers have timeously received his entry.
- 6.10 The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR's 99(i) and 100.
- 6.11 A change of driver will be permitted subject to valid reasons for the change being given and the Stewards of the Meeting agreeing to the change. Refer to GCR 238

**7. ENTRANT'S LICENCES**

- 7.1 Where the Entrant is NOT the Driver, an Entrant's Licence must be obtained from MSA prior to the submission of the entry form, failing which the Entrant's name will not be published in the programme.

**8. TICKETS**

- 8.1 Each Competitor will receive 4 gate tickets. Additional gate entry tickets may be purchased at R30 each (maximum 10 tickets per competitor) at Documentation on Friday 26<sup>th</sup> February 2010 from the Secretary of the Meeting.
- 8.2 **TICKETS MAY BE COLLECTED FROM THE GATE ON RACE DAY UNTIL 09h30 ONLY**, but the Organisers do not accept responsibility for any tickets which are lost.
- 8.3 **NO REFUNDS WILL BE MADE ON RACE DAY.**

**9. PIT AND PADDOCK ALLOCATION**

- 9.1 The pit and paddock allocations will be distributed with the final instructions once the number of entries for each category is established. Each association will be responsible for the policing and control of their own designated areas.
- 9.2 Please note that **NO** private vehicles will be allowed in the pit/paddock area. All vehicles and service vehicles not displaying Paddock Stickers will be removed from the Pit/Paddock area.
- 9.3 Vehicle trailers are not permitted to be parked behind the pit area, and temporarily only for off-loading purposes. Trailers to be parked at the rear of the pits against the vibracrete walls. Any trailers left behind the pit complex will be towed away and impounded.
- 9.4 All pits must be cleared on the Saturday evening of the Race Meeting. Anything left in the pit area may be impounded at the discretion of the Organisers. The Promoters and/or Organisers cannot accept responsibility for vehicles, equipment or goods left in the pit area. Please ensure that all cell phones, wallets and personal possessions are kept in a safe place.

## **10. DOCUMENTATION AND SCRUTINEERING**

- 10.1 Competitors are required to complete the documentation formalities and collect their entrance tickets and pit lane stickers before they practice. A DOC sticker will be issued when all documentation has been completed. This must be stuck to the racing vehicle/motorcycle in a prominent position on the front left-hand side of the vehicle/motorcycle. No competitors will be allowed to practice or race without this sticker clearly visible on the vehicle/motorcycle. If the sticker is lost a new one can be obtained from the Race Secretary.
- 10.2 Documentation will be held on Friday, 26<sup>th</sup> February 2010 from 07h00 – 17h00 in the control tower or Saturday 27<sup>th</sup> February 2010 from 07h00 – 09h00 in the Control Tower. Pre-event Scrutineering will take place on Friday, 26<sup>th</sup> February 2010 from 09h00 – 17h00 and Saturday, 27<sup>th</sup> February 2010 from 07h00 – 10h00 in the scrutineering bay. Any competitors unable to present their vehicles/motor cycles for scrutineering during this period should make alternate arrangements with the Secretary of the Meeting.
- 10.3 ATTENTION IS DRAWN TO SSR 6 OF THE MSA HANDBOOK.
- 10.4 Competitors will not be allowed to take part in official qualifying or any race without documentation and scrutineering fully completed.

## **11. PROGRAMME OF EVENTS**

- 11.1 The Provisional Programme of Events will be circulated in a separate document to these Supplementary Regulations and will also be published on [www.pro-tour.co.za](http://www.pro-tour.co.za) for downloading. The Race Program is structured by the Promoters and Clerk of the Course. Due consideration is taken of the competing formulas, the characteristics of the various categories, public interest groups, previous race day programs etc. Any changes to the Race Program must be agreed upon by the Clerk of the Course and MSA Steward. Only in exceptional circumstances will the Program be changed.
- 11.2 In the unlikely event of the programme of events running early or should the programme need to be modified for safety reasons or reasons of “force majeure”, all categories must be ready to practice, qualify or race at least two races before their scheduled times.
- 11.3 **PLEASE NOTE:**
- 11.3.1 This Programme is provisional and may be changed. Should the Organisers deem it necessary to change the programme of events a revised programme will be issued together with the Final Instructions and/or published on the Official Notice Board.
- 11.3.2 The Promoters and/or Organisers reserve the right to change the programme as necessary and to combine or split categories prior to the closing date for late entries, should the number of entries so dictate (refer GCR 140 (v)).
- 11.3.3 The practice sessions are indicated on the programme of events. Please take note of official timed qualifying sessions.

## **12. DRIVER's / RIDER's BRIEFING**

- 12.1 Drivers/Riders briefing will take place for Pro Tour Competitors at the Control Tower at 12h45 on Friday 26<sup>th</sup> February 2010 or if otherwise advised in the Final Instructions. All Drivers/Riders must be present at the briefing at the stipulated time and venue. A representative will not be allowed. Any competitor not attending drivers briefing will be sanctioned with a 5 second penalty, which will be added to the finishing time for the next race in which the competitor completes the full race distance on the Pro Tour, irrespective of location, round number or annual season of the Pro Tour.
- 12.2 Regional & Historic Saloon Car driver's briefing will take place in the Control Tower at 09h30 on Saturday 27<sup>th</sup> February 2010 or if otherwise advised in the Final Instructions. Any competitor not attending drivers briefing will be fined with a 20 second penalty, which will be added to the finishing time for the next race in which the competitor competes.

## **13. PRE-RACE PADDOCK & WARM UP LAP**

- 13.1 **IT IS COMPULSORY FOR ALL COMPETITORS TO LINE UP IN PRE RACE PADDOCK BEFORE THE START OF EACH RACE.**
- 13.2 **PIT LANE START WILL BE FROM PIT EXIT, UNDER THE CONTROL OF AN OFFICIAL.**
- 13.3 The pre-race paddock is situated at the end of the pit lane, adjacent to the pit exit.
- 13.4 Fifteen (15) minutes before the scheduled start time of each race (refer SSR 25) competitors competing in the race concerned should move to the pre-race paddock. Any competitor failing to enter the pre-race paddock before the closure of the gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap (refer SSR 38).
- 13.5 A sighting/warm-up lap will be undertaken after the Pit Exit Road is opened. The drivers will form up on the grid in their respective grid positions.
- 13.6 In terms of SSR 38, the following will apply. Unless specifically requested, there will be no sighting/warm-up lap after the vehicles have formed up on the dummy grid.

## **14. STARTS**

- 14.1 Starting positions will be determined by lap times recorded during official qualifying sessions except where otherwise specified. Unless otherwise stated in the regulations for the particular category concerned, the

vehicle/motor cycle recording the fastest time will be in the number one position on the starting grid, with the remaining positions being filled in descending order of official qualifying times.

In the event of two (2) drivers recording the same lap time, the more favourable grid position will be allocated to the driver who established that time earliest.

- 14.2 At the discretion of the Clerk of the Course, competitors who are not recorded on the grid for either the first or second race may be positioned at the back of their class.
- 14.3 Where there are two races per category, the starting order for the second race will be based on the finishing order of the first race except where otherwise specified.
- 14.4 Rolling starts will be as per SSR 39.
- 14.5 The starting signal will be given by flag or lights. In the case of Start Light failure, all subsequent starts will proceed with the use of the MSA Flag.
- 14.6 Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the event.
- 14.7 Competitors who do not take part in official timed practice must confirm one (1) hour before the first race of their intention to start.
- 14.8 Should a Competitor not finish the first race, he will be deemed to be a non-starter in the second race unless the Clerk of the Course has been informed IN WRITING WITHIN ONE (1) HOUR OF THE COMPLETION OF THE FIRST RACE, that the Competitor will be in a position to start the second race. The Competitor will be permitted to start the second race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.

**15. DOUBLE YELLOW FLAGS:**

The East London Grand Prix Circuit is a challenging circuit and not easy to master. In the case of an incident/accident the marshals will display double yellow flags at the preceeding post (during the time that the vehicle is stranded). **No overtaking** in that area is allowed and competitors must slow down and be prepared to stop if necessary.

**16. SAFETY CAR**

If the Clerk of the Course deems it necessary a safety car will be used. All laps completed during a Safety Car intervention will be counted as race laps. Refer to SSR 45.

For restarting after safety car intervention, the start line will be same as the designated finish line and the green flag, signalling the restart will be waved at the designated finish line

A RED-FLAGGED RACE WILL ONLY BE RESORTED TO IN EXCEPTIONAL CIRCUMSTANCES

Where a race is red-flagged, competitor's attention is drawn to SSR 41

**17. COMPLETION OF RACE**

The end of each race will be signified by the waving of the chequered flag.

Proceed on a slow down lap to the pit entrance. Enter parc ferme as indicated.

These procedures must be adhered to in order to ensure maximum safety for spectators in the area.

Please note that stopping to pick up passengers is not allowed.

**18. PARC FERME**

- 18.1 All competitors who have completed 2/3 of their race distance are classified as finishers and, unless otherwise directed by the Clerk of the Course, are therefore required to bring their vehicles/motor cycles to Parc Ferme immediately after each race of each category. The parc fermé is located on the inside of the circuit adjacent to the scrutineering bay.

18.2 The Organisers reserve the right to impound and examine any vehicle at their discretion.

18.3 In the event of technical inspections taking place at the circuit, all competitors affected by or involved in the process are to remain at the circuit until the findings are known and any penalties are imposed.

**19. NOTICE BOARD**

19.1 The official notice board is situated at the Control Tower

19.2 Any notice placed on the notice board will be deemed sufficient notification to any competitor.

**20. RESULTS**

20.1 After every race, results which have been posted on the notice board will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

20.2 These results are not to be removed and disciplinary action will be taken against any competitor removing these results without authority. Additional copies may be obtained from the Secretary of the Meeting at the control tower.

**21. PROTESTS**

Refer Parts IX and X of the MSA Handbook.

21.1 **APPEALS**

Refer Part X and Appendix "R", Article 14.

21.2 **TRIBUNALS**

As per GCR 212

**22. PRIZE GIVING**

- 22.1 The prize giving will commence at the Control Tower approximately 45 minutes after the end of the last Pro Tour category race. Any category/ies with results which are subject to finalisation will not have the trophies awarded at prize giving. These trophies will be distributed by the association after the results are final. Any competitor not present at prize giving to receive their trophy will forfeit it.
- 22.2 Trophies will be awarded based on total elapsed race time of competitors where there is more than one race for the category concerned.
- 22.3 Dead heats will be resolved as per GCR 275 and SSR 78
- 22.4 Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

**23 TIMING TRANSPONDERS**

- 23.1 Any competitor taking part in qualifying or a race without his/her transponder in position will be deemed a non-starter.
- 23.2 Timing transponders are to be returned to the relevant timekeeping officials prior to leaving the circuit (i.e. within one hour of the finish of the last race). Transponders not returned by this time are to be returned (hand delivered or via courier), no later than the Monday following the race meeting to: ESMK Racing Timing Services CC – Eric Schultz 082-875-5833 or eric@esmk.co.za.
- 23.3 Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500.00 by ESMK Racing Timing for the first week or part thereof and R200.00 for each additional week or part thereof that the transponder is late. No further transponders will be issued to the competitor concerned until such time as the outstanding transponder is returned, and the levy paid. All competitors must use the transponder holders (SSR 83 (i) (ii)).
- 23.4 No competitor will be permitted to take part in any practice session / race without having his / her transponder in position from the start of practice on Friday 26<sup>th</sup> February 2010.

**24. PIT APRON – FOR YOUR AND YOUR FAMILY AND FRIENDS SAFETY – PLEASE OBEY**

- 24.1 Refer to GCR 251, SSR's 37, 63, 64, 65 & 66
- 24.2 NO VEHICLE/MOTORCYCLE MAY TRAVEL IN THE REVERSE DIRECTION TO THE TRAFFIC FLOW ON THE PIT LANE.
- 24.3 NO PERSONS UNDER THE AGE OF SIXTEEN (16) WILL BE ALLOWED ONTO THE PIT LANE.
- 24.4 NO ALCOHOL, BEVERAGES OR FOOD IS ALLOWED ON THE PIT LANE/APRON. SMOKING IN THE PITS OR ON THE PIT LANE/APRON IS PROHIBITED.
- 24.5 ROLLER BLADES, SKATE BOARDS, MOTORISED SKATE BOARDS, PIT BIKES, SCOOTERS etc. ARE NOT PERMITTED IN THE PITS/PADDOCK OR ON THE PIT LANE. Refer GCR's 113 (xiv), 172 (x) and MSA Circular – re safety in the pits
- 24.6 Competitor's attention is drawn to GCR's 113 (xiv) and 172 (x)
- 24.7 PIT ROAD ONE AND TWO MUST BE KEPT CLEAR.
- 24.8 Any competitor with a service vehicle or trailer in the pit lane after the commencement of practice or a race will be excluded from the race day.

**25. SIGNALLING**

- 25.1 Competitors attention is drawn to Appendix H of the MSA Handbook.
- 25.2 Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line. SSR 41 is applicable to motor cycle and car events.
- 25.3 Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i).

**26. SILENCING OF VEHICLES:**

Refer to GCR 245 of the 2010 MSA Handbook

**27. POSTPONEMENT, ABANDONMENT OR CANCELLATION**

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

**28. PROTECTIVE CLOTHING**

- 28.1 Any competitor **not** wearing the required protective clothing will not be permitted to either practice or race. Refer to GCR 239 and SSR 7 regarding safety apparel.

**29. DRIVING CONDUCT**

29.1 REFER SSR 50

29.2 Any Competitor who consistently uses the verges will be guilty of unsafe driving (SSR's 17 & 51) and will be penalised accordingly in terms of GCR 157 (i) (a). Observers, whose duty will be to report on the cutting of corners, persistent off-circuit behaviour and/or poor driving standards may be appointed and their names listed either in the final instructions or via a Drivers Bulletin. Competitors reported in this respect who, having been signalled in terms of Appendix H Article 6, continues to disregard safe driving conduct may be black flagged. Any Competitor disregarding the black flag will be excluded from the race in question.

29.3 ONE OR MORE Judges of fact may be appointed to oversee the starting procedure and report on infringements i.e. Jumping of the start. The names of these Judges will be stated in the list of officials or communicated to Competitors in final instructions, or placed on the notice board.

29.4 VIDEO MATERIAL. It is highly recommended that all categories have at least a forward facing in car video camera. This video material is to be made available to race officials in the case of incidents. Video material made available to race officials must be on a disk or suitable solid state media device in an AVI or MPG format. No video material will be considered if presented via the video camera's built in viewing screen

29.5 REVIEW OF INCIDENTS. In the event of conflicting incident reports from competitors and/or marshals and no suitable video material being available on the day, the CoC reserves the right to hold over any decision/sanction until a later date when video evidence (if any) can be obtained, or until the following race meeting,. Every competitor is obliged to remain at the circuit for at least one hour after the publishing of the final race results. If a competitor does not make him/herself available when required by the CoC, a decision will be made without consideration of circumstances in incidents relating to that competitor.

29.6 Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 vii). Drivers will be held responsible and liable for anybody knocked down while travelling on pit road.

29.7 INCIDENTS/RETIREMENTS competitor's attention is drawn to SSR's 60 & 61

29.8 VEHICLES ABANDONED ON CIRCUIT : Any vehicle abandoned on the Circuit must be left unlocked and, if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit and locked will be moved by any practical and available means and the Promoters, Organisers and Officials will not be liable for any subsequent damage. Refer to SSR 10 iii)

29.9 INCIDENTS DURING PRACTICE SESSIONS : Competitors are advised that, should there be an incident during a practice session, which would involve the clearing of the Circuit, their practice session will forfeit the clearing time required.

29.10 RACING FUEL, OIL OR COOLANT SPILLAGE ON THE CIRCUIT : Refer to SSR 50 (iii).

**30. FUEL**

30.1 Competitor's attention is drawn to GCR 240 with regard to fuel permitted.

30.2 Replenishment of lubricant and fuel is not permitted during any Pro Tour race or timed qualifying session.

**31. COMPETITION NUMBERS**

31.1 Refer to GCR's 246, 249 and SSR 4 and individual category/class SSR's

**32. ADVERTISING**

32.1 It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles/motor cycles shall also display the advertising, if any, as stipulated in the Championship Regulations and Specifications for the category / class for which the vehicle/motor cycle is entered.

**32. OFFICIALS OF THE MEETING**

Motorsport SA Steward	:	Eldrid Diedericks
Club Steward	:	Rodney Hiles
Pro Tour Clerk of the Course	:	Jimi Smith
Pro Tour Race Coordinator	:	Lindsay Steyn
Asst. Clerk of the Course :	:	Andrew Karshagen
Secretary of the Meeting	:	Celeste van Jaarsveld
Chief Timekeeper	:	Eric Schultz
Pro Tour Chief Scrutineer	:	Andrew Eva
Goldwagen Challenge TC	:	Maurice Rosenberg
Shelby Can Am TC	:	Greg Canny
Investchem Formula Ford TC	:	Greg Canny
Red Square Kawasaki ZX10 TC	:	Kevin Bidgood
Medical Coordinator	:	Aldersons Ambulance
Chief Marshal	:	Clarissa van Jaarsveld
Chief Medical Officer	:	Alan Lancaster
Environmental Officer	:	Matt Cross
Starter	:	Hannes Hills

**33. HOUSE RULES – Refer SSR 24**

- 33.1 **PIT LANE** – The speed in the pit lane is restricted to 40 kph.
- 33.2 **PADDOCK / PIT ROADS** – Speed must not exceed 20 kph.
- 33.3 **PIT HYGIENE**- If you spill oil please clean up after yourself
- 33.4 **SECURITY GUARDS** - will be provided, but will not be held responsible.