



# PRO TOUR SERIES

## ROUND 6



SATURDAY 16<sup>th</sup> JULY 2011

### SUPPLEMENTARY REGULATIONS

Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and these Supplementary Regulations (SR's) together with any Final Instructions or Official Bulletins which may be issued to competitors.

**MSA PERMIT NUMBER:** MSA 11580

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

**1. PROMOTERS AND ORGANISERS**

Border Motorsport Club

P.O. Box 618

East London 5200

Telephone: (043) 736 1909

E-mail: [entries@pro-tour.co.za](mailto:entries@pro-tour.co.za)

Facsimile: 086 600 3030

Website: [www.pro-tour.co.za](http://www.pro-tour.co.za)

**2. CIRCUIT AND VENUE**

2.1 The East London Grand Prix Circuit is situated in West Bank, East London.

2.2 The Circuit is a tar macadam surface of 3,921 km and the race will be run in a clockwise direction

**3. EVENTS AND STATUS**

3.1 The race meeting will cater for the categories listed below and the status of each category is as listed.

**Shelby Can Am**

**Execuline Formula Vee**

**Goldwagen Challenge**

**Altech GT Challenge**

**Altech Porsche Club Challenge**

**Red Square Kawasaki ZX10R Masters Cup**

**Border Club Saloons**

**National Championship**

**National Championship**

**Regional Championship**

**Reg Champ / Nat Challenge**

**Club Championship**

**National Challenge**

**Invitational**

#### 4. **OFFICIALS OF THE MEETING**

MSA Steward	Eldrid Diedericks
BMSC Steward	Rodney Hiles
Clerk of the Course	Jimi Smith
Clerk of the Course	Lindsay Steyn
Assistant Clerk of the Course	Craig Martin
Secretary of the Meeting	Celeste van Jaarsveld
Chief Scrutineer	Andrew Eva
Shelby Can Am TC	Greg Canny
Execuline Formula Vee TC	Maurice Rosenberg
Goldwagen Challenge TC	Maurice Rosenberg
Chief Timekeeper	Eric Schultz
Chief Marshal	Leonard Erasmus
Starter	Hannes Hills
Chief Medical Officer	Alan Lancaster
Environmental Steward	Dave Kirkman

#### 5. **ELIGIBILITY**

- 5.1 The race meeting is open to the following:
- 5.1.1 drivers/riders in compliance with SSR 1 and the relevant category regulations;
  - 5.1.2 vehicles/motorcycles in compliance with SSR 2 and the relevant category regulations;
- 5.2 **Entrant's Licences:** Where the entrant of a vehicle is **NOT** the driver/rider an entrant's licence must be obtained from MSA prior to submitting an entry, failing which the entrant's name **will not** be published in the event programme.

#### 6. **ENTRIES**

- 6.1 Entries open immediately and close at **15h00 on FRIDAY the 1<sup>st</sup> July 2011.**
- 6.2 Entries must be submitted, in writing, using block capital letters on the official entry form, and **must be accompanied by the full entry fee.**
- 6.3 The entry fee is **R 1100.00 for all Pro Tour categories.** This is inclusive of MSA Levies, transponder hire and 4 gate entry tickets.
- 6.4 Entries should be sent to:
- |                              |
|------------------------------|
| The Secretary of the Meeting |
| P O Box 618                  |
| East London                  |
| 5200                         |
- |                                |
|--------------------------------|
| Telephone: (043) 736 1909      |
| Facsimile: 086 600 3030        |
| E-mail: entries@pro-tour.co.za |
- 6.5 **PLEASE CHECK THAT YOU HAVE THE CORRECT BANKING DETAILS AS FOLLOWS:**
- |                             |                           |
|-----------------------------|---------------------------|
| Deposits should be made at: | FNB                       |
| Account Name:               | (Phonosound t/a) Pro Tour |
| Account Number:             | 6 2 1 3 2 7 7 4 1 8 5     |
| Branch:                     | Sandton City              |
| Branch Code:                | 2 5 4 6 0 5               |
- Please ensure that a copy of the deposit slip is faxed to 086 600 3030. This slip must clearly reflect the competitor's name, category entered and racing number to ensure correct payment allocation. Please bring a copy of your Proof of Payment with you to documentation to assist where your fax has been illegible.**
- 6.6 Late Entries: Subject to an additional premium of R500.00 plus Entry Fee. The cut off date for late entries is Thursday, 7<sup>th</sup> July 2011 at 13h00.
- 6.7 Entry Fee Refund: refer to GCR 109
- 6.8 Entry forms must be complete in all respects and legible. Incomplete or illegible entry forms will be rejected immediately. Any portion of an entry form containing TBA or similar later submission of information will be regarded as incomplete and rejected. In your own interests, therefore please ensure that you submit a properly completed and legible entry.
- 6.9 Competitors and entrants agree to receive email from Pro Tour, the promoters and organisers in the lead up to the event as well as after the event.
- 6.10 **Telephonic Entries** will not be accepted. Entries must be posted, faxed or e-mailed. Should the entry fee not accompany the entry or be received by the date and time of entries closing the competitor concerned **will be deemed to have submitted a late entry and will be required to pay the late entry fee penalty.** (Refer GCR 96).
- 6.11 **The onus rests on competitors** to ensure that the Organisers have timeously received their entries together with the entry fee. Please consult the notice board on the Pro Tour web site to

establish the status of your entry. Your name will only appear once a **fully compliant** entry has been received.

- 6.12 The Promoters and/or Organisers reserve the right to refuse any entry without giving a reason (refer GCR's 99 (i) and 100).
- 6.13 The Organisers reserve the right to cancel a category should less than fifteen (15), or the race meeting should less than ninety (90), entries in total be received by the date and time of entries closing (refer GCR 99 (v)).
- 6.14 Should the number of entries received exceed the maximum number of starters as determined by the MSA Safety Panel the following shall apply:
  - 6.14.1 entries will be accepted in accordance with GCR 101 up to a total of 43 cars or 40 motorcycles;
  - 6.14.2 thereafter, as additional entries are received these entries will be placed on a reserve list in the order of receipt;
  - 6.14.3 competitors whose entries have been placed on a reserve list, and who are not permitted to start, will have their entry fees refunded (refer GCR 109 (iii)).
- 6.15 Competitors listed in the MSA injury register must be declared fit to race by the CMO before participating in the event. A certificate of fitness to this effect must be handed to the Secretary of the Meeting.

## **7. GATE ENTRANCE TICKETS**

- 7.1 All competitors will receive 4 (four) gate entry tickets per entry at no charge.
- 7.2 Competitors may purchase 10 additional gate tickets at a discounted price of R40.00 per ticket from the Race Secretary after 10h30 on Friday or in advance by arrangement only.
- 7.3 Competitors are responsible for their own ticket distribution. Tickets left at the gate will be at the competitors risk and will be unmanaged.

## **8. PIT AND PADDOCK PARKING ALLOCATION**

- 8.1 The pit and paddock allocation will be distributed with the Final Instructions once the final number of entries per category has been established. Each Association will be responsible for policing their allocated area. Pits are not charged for and cannot be reserved in advance.
- 8.2 The pit and paddock area will be controlled from the start of Friday practice. This is in your interest to prevent your parking/pit area being used illegally. **Illegally parked vehicles WILL be towed away** at the discretion of the organisers and promoters, and the promoters and / or organisers will not be held liable for any loss or damage suffered. Owners of illegally parked vehicles WILL be fined.
- 8.3 The pit complex will be made available from the morning of the first practice day of the event. **Any competitor wishing to set-up or move into the pit/s before this time must arrange to do so with the BMSC Secretary (Celeste 043 736 1909) on the Monday prior to the event.**
- 8.4 Competitors wishing to erect displays or to hand out brochures are requested to make suitable arrangements with the Organisers on entering the event. Display materials are to be placed in such a manner that they do not extend outside the competitor's allocated pit area and so as not to inconvenience any fellow competitor. **Competitors are not permitted to place banners/display material in such a manner that permanent signage is obscured or covered.**
- 8.5 **Competitors Parking**, (race cars, service vehicles, trailers and transporters)
  - 8.5.1 **Pit access stickers for service vehicles will be distributed by the Race Secretary.** These stickers are required to be stuck onto the windscreen of the service vehicle. Please note that no vehicle will be allowed entry into the pit area if the stickers are not stuck onto the windscreen. Due to the limited number of bays available, service vehicle parking will be allocated on a pro rata basis to the number of competitors per category, calculated on the received and paid entries at the time that entries close, and then on a first come first serve basis.
  - 8.5.2 **Service vehicles not to exceed 6m in length.** Any competitor with unusually large or high service vehicles is requested to advise the Race Coordinator in writing of the vehicle's dimensions on entering the event so that a suitable parking bay can be allocated for the vehicle. On arrival at the circuit, these competitors must obtain their parking authorisation from the Race Secretary. Vehicles or trailers parked in any other parking area will be clamped or towed away and be subjected to a R1 000 release fine.

- 8.5.3 **Trailers:** Please note that vehicle trailers once offloaded should be parked in the designated trailer parking area. Trailers parked in the public/sponsor/pit area parking will be removed and impounded.
- 8.5.4 **Transporters:** All Competitors' Transporters are to be parked in an allocated parking area behind the pit complex. All "Horses" to be parked in the area known as "trailer parking". Dimensions of the transporters to be communicated to the Circuit Ops Manager in writing **2 weeks prior to the event**. On arrival you will be directed to your allocated space. Please assist us by co-operating. Vehicles need to be brought across the Circuit. Once the Circuit is open for practice/racing permission to move vehicles across the Circuit may only be given by the marshals on duty in Race Control. Whilst every effort will be made to allow these vehicles to cross the Circuit during breaks in the programme the Organisers cannot guarantee that this will be possible once practice/racing is underway. Due to confirmed on circuit activity, transporters may only be able to cross the circuit after 17h00 on Thursday.
- 8.6 Competitors are requested to note that due to local noise regulations engines **may not be "revved"** in the pit complex between **18H00** in the evening and **07H30** in the morning.
- 8.7 The Promoters and/or Organisers cannot accept responsibility for any goods left in the pit/paddock area at any time. Teams/competitors leaving goods unattended must make their own adequate arrangements to ensure the security of their goods.
- 8.8 **Please ensure that all cell phones, wallets and valuables are kept in a safe place.** The Promoters and/or Organisers cannot be held responsible for any loss or damage to such goods.
- 8.9 All pits **must be cleared** of all goods on the last evening of the race meeting. Anything left in the pit/paddock area after such time may be impounded at the discretion of the Organisers and the Promoters and/or Organisers cannot be held responsible for items left behind after a race meeting.
- 8.10 **Pit Scooters/Golf Carts/Competing Vehicles and Motorcycles:** Pit scooters/golf carts are banned from the pit area. Failure to comply with this request will result in the offending vehicle being impounded. Only competing vehicles and/or motorcycles will be allowed in this area and such vehicles and/or motorcycles must be driven at reduced speed and with caution, failing which the competitor concerned will be excluded from the event.
- 9. FUEL**
- 9.1 **Competitors' attention is drawn to GCR 240**, SSR's 67-68 and the relevant category regulations. Any associated costs to be borne by the competitor.
- 9.2 Specific reference is made to GCR 240 ix) - in which instance, at the discretion of the Clerk of the Course, the control fuel used will be 98 unleaded racing fuel.
- 9.3 Replenishment of lubricant and/or fuel is not permitted after the vehicle/motorcycle has entered the circuit. (refer GCR 241 and SSR's 68 – 69).
- 9.4 Racing Fuel will not be available at the circuit and competitors must make their own arrangements in this regard.
- 10. DOCUMENTATION**
- 10.1 Documentation will be held as listed below:
- |                                     |               |               |
|-------------------------------------|---------------|---------------|
| Friday 15 <sup>th</sup> July 2011   | 07:00 – 17:00 | Control Tower |
| Saturday 16 <sup>th</sup> July 2011 | 07:00 – 09:00 | Control Tower |
- 10.2 Competitors are required to complete the documentation formalities before they practice. A **DOC** sticker will be issued when all documentation has been completed. This **must** be stuck on the front left-hand side of the competing vehicle/motorcycle. No competing vehicle/motorcycle will be permitted onto the Circuit without this sticker clearly visible. If the sticker is lost a replacement can be obtained from Documentation.
- 11. COMPETITION NUMBERS**
- 11.1 Refer to GCR's 246 (iii), 249 and SSR 4 together with the relevant category regulations.
- 11.2 No vehicle will be permitted to practice unless the relevant competition numbers are displayed on it.

## **12. ADVERTISING**

- 12.1 It is a condition of entry that in addition to any advertising stipulated in GCR 246 and SR 12.1 all competing vehicles/motorcycles shall display the advertising, if any, stipulated in the regulations for the category entered.

## **13. SCRUTINEERING**

- 13.1 Pre-event scrutineering for all competing vehicles/motorcycles will take place between **09h00 – 17h00** on **FRIDAY 15<sup>th</sup> July 2011 and SATURDAY 16<sup>th</sup> JULY 07h00 – 10h00**. Any competitor unable to present his/her competing vehicle/motorcycle for scrutineering during this period must contact the Chief Scrutineer to make alternate arrangements. A late scrutineering fee of Fifty (50) Rand will be levied.
- 13.2 Attention is drawn to the provisions of SSR 6 and 7 and GCR 253 and 254
- 13.3 Motorcars and motorcycles are required to secure sump plugs, gearbox plugs and oil filler caps by means of locking wire to the engine or frame. Oil filters must be secured by means of a hose-clamp which is tied or locked to the engine or chassis.
- 13.4 **Sound test requirements – Environmental Code, Appendix 1, MSA Handbook 2011**
- 13.4.1 The measurement of sound levels will be made by placing the microphone at a distance of 50cm (0,5 meters) from the end of the exhaust pipe at a 45° angle and at the level of the exhaust outlet.
- 13.4.2 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 representative reading.
- 13.4.3 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 centreline of the vehicle with the microphone 1.2 meters above the ground.
- 13.4.4 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 – A designated area in the pre-race paddock will be used for such sound measurements.
- 13.4.5 The measurement will be taken at 75% of the maximum RPM of the vehicle.
- 13.4.6 The Clerk of the Course shall have the right to preclude from further participation in the event any vehicle that exceeds a noise limit of 110 dB when tested in accordance with the above.

## **14. PROTECTIVE CLOTHING**

- 14.1 No competitor will be permitted to practice/race without the correct safety apparel (refer GCR 239 and SSR's 7 and 46 (iii)).

## **15. TIMING TRANSPONDERS**

- 15.1 **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 15<sup>th</sup> July 2011. Any breach of this requirement will be penalised.**
- 15.2 Current competitors' MSA competition licences will be collected by the timekeeping officials when they are issued with a transponder, this licence will be returned to the competitor when the transponder is returned. The Promoters and/or Organisers accept no liability for any loss/damage of this competition licence.
- 15.3 Timing transponders are to be returned to the timekeeping officials prior to their leaving the Circuit (i.e. within thirty (30) minutes of the last race finishing). Arrangements for transponders not returned by this time are to be made with ESMK Race Timing Services / Eric Schultz.
- 15.4 Failure to return a transponder timeously will result in the offending competitor being levied an amount of Five Hundred Rand (R500) per week or part thereof for the first week, and Two Hundred Rand (R200) for every additional week or part thereof, which the transponder is returned late. No further transponders will be issued to the entrant/competitor concerned until such time as the transponder has been returned and the levy paid.
- 15.5 All competitors must use the correct transponder holder in the positions specified (refer SSR 83).

## **16. PROGRAMME OF EVENTS**

- 16.1 The programme of events is to be circulated in a separate document to these Supplementary Regulations, and will also be published on **www.pro-tour.co.za** for downloading purposes.
- 16.2 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 sessions in advance of their scheduled time.

16.3 **PLEASE NOTE:**

16.3.1 **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.

16.3.2 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)).

16.3.3 The practice sessions are indicated on the programme of events. **Please take note of official timed qualifying sessions.**

**17. COMPETITORS' BRIEFING**

17.1 The Competitors' Briefings will be held on the first floor of the Control Tower at the times specified in the timetable of events and if these are amended, then in the Final Instructions.

17.2 All Competitors must be present at the briefing for their category, at the stipulated time and venue. A representative will not be allowed without prior consent from the Clerk of the Course. 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.

17.3 BMSC Regional Saloon Car driver's briefing will take place in the Control Tower at 09h30 on Saturday 16<sup>th</sup> July 2011 or if otherwise advised in the Final Instructions. Any competitor not attending drivers briefing will be sanctioned with a 20 second penalty, which will be added to the finishing time for the next race in which the competitor competes.

**18. CHANGE OF DRIVER/VEHICLE OR RIDER/MOTORCYCLE**

18.1 A change of driver or vehicle, or a change of rider or motorcycle, but not both, may be permitted by the Stewards of the Meeting, subject to valid reasons for such change being given (refer GCR's 99 (vii) 152 (viii), 238 and 259).

**19. PRE-RACE PADDOCK**

19.1 The pit road service lane will be used as the pre race paddock for this event.

19.2 Competitors are required to assemble in starting grid order on the extreme right hand side of the pit road service lane as soon as the race prior to their own commences and to ensure that they do not obstruct the free passage of vehicles on the right hand thoroughfare of the pit lane.

19.3 Any competitor deemed to be obstructing the free flow of pit lane traffic will be excluded from the results of his/her next race.

**20. WARM-UP LAP**

20.1 Starting positions are to be maintained during the sighting lap.

20.2 In terms of SSR 38 the following will apply. Unless specifically requested and agreed to there will be no warm-up lap after the vehicles have formed up on the main grid.

**21. STARTS**

21.1 Starting positions will be determined by the lap times recorded during official practice sessions, unless otherwise stipulated in the regulations for the category concerned. The driver/vehicle or rider/motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) driver/vehicle or rider/motorcycle combinations recording the same lap time the starting positions will be determined in favour of the combination that established the time first.

21.2 Rolling starts for Shelby Can Am and Altech GT Challenge will be as per SSR 39.

21.3 In the event of a timekeeping failure during official timed practice the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course, in consultation with the relevant Association Chairman, and with the approval of the Stewards of the Meeting.

21.4 Where there are two races per category, the starting order for the second race shall be established in accordance with SSR 29 or per the category rules.

21.5 Permission to Start at the Back of the Grid:

21.5.1 At the discretion of the Clerk of the Course competitors who do not participate in official timed practice or who are not included on the grid for either race may be positioned at

the back of the grid for their category/class providing that they apply in writing to do so within one (1) hour of their last race/practice.

21.5.2 Should a competitor not finish the first race he will be deemed a non-starter in the second race (refer SR 21). The onus is on the competitor to advise the Clerk of the Course, in writing, that he/she will be taking up his/her grid position in the second race within at least one (1) hour of the finish of the first race.

21.6 Practice Starts: Any competitor deemed to be doing practice starts when the grid is being formed up will be given a 30 second penalty which will be added to their race time.

21.7 Starting Signal: The starting signal will be by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.

21.8 Pit Lane start will be from pit exit, under the control of an official.

## **22. PARC FERMÉ**

22.1 All competitors who have completed two-thirds of race distance are classified as finishers and are required to bring their competing vehicle/motorcycle to parc fermé immediately after their last event unless otherwise stated in their category regulations or by the Clerk of the Course. The parc fermé is situated to the right of the pit lane entrance, prior to the main pit complex. Marshals will indicate the road to the competitors at the end of their event.

22.2 The Organisers reserve the right to impound and examine any vehicle/motorcycle at their discretion (refer GCR 254).

22.3 In terms of GCR 200 (v), (vii) and (x) all competitors are required to remain at the Circuit until **at least thirty (30) minutes** after their last race, or until such time as any protest/appeal time affecting their category's results has expired.

22.4 In the event of technical strips taking place at the circuit, all competitors taking part in the strip are to remain at the circuit until the findings are known and any penalties are imposed.

## **23. SIGNALLING**

23.1 Competitors' attention is drawn to Appendix "H" of the MSA Handbook. Competitors are advised that in accordance with Article 16 Hazard Boards will be used for this event.

23.2 In the event of a race being stopped prematurely by use of the red flag competitors' attention is drawn to SSR 41.

23.3 Failure to comply with the provisions of Appendix "H", Articles 4, 8 and 12, will result in penalties being applied in accordance with GCR 157 and SSR's 17, 49, 50 and 51.

## **24. DRIVING/RIDING CONDUCT**

24.1 Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51.

24.2 Any competitor consistently found using the verges will be deemed guilty of unsafe driving (refer SSR's 17, 50 and 51) and will be penalised accordingly in terms of GCR 157. Judges of Fact/Observers may be appointed in terms of GCR 161, their names will be listed either in the Final Instructions or by Official Bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour and/or poor driving standards. Competitors reported in this respect that have been signalled in terms of Appendix "H", Article 6, and who continue to disregard safe driving conduct may be black-flagged. Any competitor disregarding the black flag will be excluded from the race.

24.3 Judges of Fact / Observers: One or more Judges of Fact / Observers may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges / Observers will be stated in the list of officials, or communicated to competitors in the Final Instructions, or by means of an Official Bulletin.

24.4 Video Material. It is highly recommended that all categories have at least a forward facing 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

24.5 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 or the following race meeting, or when video evidence (if any) can be obtained. The onus is on the competitor to obtain and make available any video material to support their case. 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.

- 24.6 Incidents/Retirements: Competitors' attention is drawn to SSR's 60, 61 and 62.
- 24.7 Incidents During Practice Sessions: Competitors are advised that should there be an incident during a practice session, which would involve the cleaning of the Circuit, their practice session may forfeit the cleaning time required.
- 24.8 Vehicles Abandoned on Circuit: Any vehicle abandoned on the Circuit must be left unlocked, if a steering lock is fitted the key must be left in the ignition to facilitate removal of the vehicle after the event. Any vehicle abandoned on the Circuit, which is 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 SSR 10 (iii)). Single-seater competitors must ensure that the steering wheel is in place and the vehicle is left in neutral, unless otherwise indicated by an official.
- 24.9 Retrieval of Vehicles: Please note that due to the full programme of events vehicles which need to be removed from the Circuit will be moved into a "green break" by the marshals. Retrieval of vehicles from "green breaks" is the responsibility of the competitor concerned and it is not the responsibility of the officials to return vehicles/parts to the competitor's pits. **Should a competitor require assistance with a vehicle they are requested to contact Race Control who will assist wherever possible. The Promoters/or Organisers and/or officials reserve the right to remove vehicles which have been badly damaged to the scrutineering bay for inspection.**
- 24.10 Fuel, Oil or Coolant Spillage: Competitors are requested not to overfill their fuel tanks as spillage of fuel, oil or coolant is damaging to the surface of the Circuit. Any vehicle/motorcycle spilling fuel, oil or coolant should leave the Circuit immediately and pull off to a safe and stationary position on the side of the Circuit (refer SSR 50 (iii), (iv) and (v)).
- 24.11 East London Grand Prix Circuit Property: Any competition vehicle/motorcycle found using the access roads, pit/paddock area or any area other than the Circuit for testing, or being driven in a manner which is considered by the Race Officials to be dangerous will be excluded from the event, irrespective of who was driving the vehicle/motorcycle at the time. Notwithstanding the competitor's exclusion he may be reported to the Stewards of the Meeting who may consider taking further action in terms of GCR 172. Should any competitor/mechanic/crew member be found to be driving in an unsafe manner on the property the competitor concerned will be excluded.

## 25. **PIT APRON**

- 25.1 Notwithstanding the provisions of GCR 251, SSR's 37, 53 and 63 – 66 pit personnel (no more than three (3) per vehicle/motorcycle) may remain in the signalling lane during the start and the entire race.
- 25.2 Please Note:
- 25.2.1 Access to the pit lane and the front of the pit complex is via the designated entrance.
- 25.2.2 Kindly note that **NO** persons under the age of **sixteen (16)** years will be permitted on the signalling wall, pit lane or pit apron;
- 25.2.3 **No Alcohol** is permitted on the signalling wall, pit lane or pit apron - **Fine up to R5 000.00;**
- 25.2.4 **Smoking** in the pits, or back of the pits, or on the signalling wall, pit lane or pit apron is prohibited – **Fine up to R5 000.00;**
- 25.2.5 Roller blades, skateboards, small-motorised vehicles, electric scooters, etc. are not permitted in the pit complex or on the pit lane or pit apron;
- 25.2.6 **Competitor's children or relatives are not excluded from any of the above** (refer GCR's 113 (xiv) and 172 (x));
- 25.2.7 **No** vehicle other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first practice / warm-up of the day until the conclusion of the last practice / race of the day (refer SSR 37), unless specifically granted permission to do so by the Race Officials. A competitor contravening this regulation may be fined or excluded at the discretion of the Clerk of the Course. Any equipment to be moved in or out of the pit building must be taken out through the rear door of the pit during this period.
- 25.2.8 Any competitor with a service vehicle in the pit lane after the commencement of practice or a race will be excluded from the race day.
- 25.2.9 No vehicle may travel in the reverse direction of the traffic flow on pit lane.

**26. SAFETY CAR**

26.1 In terms of SSR 45 the Organisers reserve the right to make use of a Safety Car.

**27. OFFICIAL NOTICE BOARD**

27.1 The Official Notice Board is situated at the base of the staircase in the Control Tower.

27.2 Competitors are reminded to periodically check the Official Notice Board for any Official Bulletins/notices, which may affect them. Any notification placed on the notice board will be deemed sufficient notification to any competitor.

**28. RESULTS**

28.1 All results of Official Timed Qualifying and Races will be published on the Official Notice Board and will become final thirty (30) minutes after posting (refer GCR's 200 (viii), 274 and 276).

28.2 These results are not to be removed. Disciplinary action will be taken against competitors removing these results without authority. Additional copies of the results are available on the information boards at Race Control, or may be obtained from the Race Secretary.

**29. PROTESTS/APPEALS**

29.1 Protests: Refer to Part IX and Appendix "R", Article 13 of the MSA Handbook.

29.2 Appeals: Refer to Part X and Appendix "R", Article 14 of the MSA Handbook.

**30. PRIZE GIVING AND AWARDS**

30.1 Prize Giving:

30.1.1 The prize giving will be held in the Control Tower. All competitors are requested to make every effort to attend the prize giving once the results of the last race of the day are final.

30.1.2 Awards not collected at the prize giving will be forfeited (refer GCR 280) at the discretion of the promoter.

30.1.3 All awards shall be given to the first nominated driver unless the entrant claims the awards, in writing, upon entering the event.

30.2 Awards:

30.2.1 Awards to first, second and third places overall by class will be made. Should there be only five finishers, first and second places will receive trophies, four or fewer finishers in any category/class an award will only be made to the competitor first overall. Award allocations will be calculated on the number of confirmed and paid entries received at the time that acceptance of entries closes on 1<sup>st</sup> July 2011. Competitors are therefore urged to enter early to avoid the disappointment of not receiving an award as the result of a late entry.

**31. POSTPONEMENT, ABANDONMENT OR CANCELLATION**

31.1 In terms of GCR 244 the Promoters and/or Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. The event will not be postponed, abandoned or cancelled without the consent of the Stewards of the meeting.

31.2 In the event of postponement, abandonment or cancellation the entrant/competitor has no right to claim against the Promoters and/or Organisers in respect of any loss or damage that he/she may incur, other than as specified in GCR 244.

