



ZWARTKOPS RACEWAY



SATURDAY 8<sup>th</sup> OCTOBER 2011

## 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

Zwartkops Raceway

P.O. Box 21358

VALHALLA 0137

Tel No. 082 390 6016 / 012 374 5800/2

Fax No. 086 600 3030

### ORGANISERS

Zwartkops Owners Club

P.O. Box 21358

VALHALLA 0137

Tel No. 082 390 6016 / (012) 374-5800/2

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

Fax No. 086 600 3030

### 2. MOTOR SPORT SOUTH AFRICA PERMIT NUMBER :     **MSA 11728**

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

### 3. CIRCUIT AND VENUE

The Zwartkops Raceway is situated on the R55 to the west of Pretoria. The Circuit is a tar macadam surface of 2,4km 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

EXECULINE FORMULA VEE

RED SQUARE KAWASAKI ZX10R MASTERS

GOLDWAGEN CHALLENGE

ALTECH GT CHALLENGE

ALTECH PORSCHE CLUB CHALLENGE

GT CLASSIC INVITATIONAL

#### **STATUS**

NATIONAL CHAMPIONSHIP

NATIONAL CHAMPIONSHIP

NATIONAL CHALLENGE

REGIONAL CHAMPIONSHIP

NAT. CHALL / REGIONAL CHAMPIONSHIP

CLUB CHAMPIONSHIP

INVITATIONAL

### 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 on 22<sup>nd</sup> September 2011. 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 40 cars or 30 motorcycles only
  - 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.
  - 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 **22<sup>nd</sup> September 2011** may be accepted **AT THE DISCRETION OF THE ORGANISERS** until 16h00 on **30<sup>th</sup> September 2011**, however, on acceptance of the late entry an additional late entry fee of R200.00 will be applicable.

## 6.5 ENTRY FEES

<b>ALL CATEGORIES</b>	<b>: R 1100.00</b>
<b>Second Entry – Same Car &amp; Same Driver</b>	<b>: R 400.00</b>

Entry fees MUST BE DEPOSITED DIRECTLY into the Pro Tour Bank Account, the details of which are:

BANK	FNB
BRANCH	Sandton City
BRANCH NUMBER	2 5 4 6 0 5
CURRENT ACCOUNT NUMBER	6 2 1 3 2 7 7 4 1 8 5

**A copy of the deposit slip is to be faxed or emailed to the Organisers on Fax #. 086 600 3030 or Email: [entries@pro-tour.co.za](mailto:entries@pro-tour.co.za)**

**ZOC members are entitled to a R50 discount on entry fees. Membership card must be available at Documentation. ENTRY FEE REFUND: refer to GCR 109**

- 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 The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR's 99(i) and 100.
- 6.8 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 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
- 6.11 **The onus rests on competitors** to ensure that the Event 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 **MSA Injury Register – Refer to Appendix L Art 13 iii) e) of the MSA Handbook** – Any competitor whose name has been included in the injury register, is responsible for ensuring that they submit a medical certificate indicating that they are fit to compete 5 (five) working days before the start of the event. This certificate must be sent to MSA Head Office for review and processing. It is the responsibility of the competitor to check the injury register and ensure that MSA received their letter of fitness timeously.

## 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 R50 each (maximum 10 tickets per competitor) at Documentation on Friday 7<sup>th</sup> October 2011 from the Secretary of the Meeting.
- 8.2 **TICKETS MAY BE COLLECTED FROM THE GATE ON RACE DAY UNTIL 09h00 ONLY**, but the Organisers do not accept responsibility for any tickets which are lost.
- 8.3 **NO REFUNDS WILL BE MADE AFTER COMPLETION OF DOCUMENTATION.**

## **9. PIT AND PADDOCK ALLOCATION**

- 9.1 The pit and paddock allocations will be notified in 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.

## **10. DOCUMENTATION AND SCRUTINEERING**

- 10.1 Documentation will be held on Friday, 7<sup>th</sup> October 2011 from 06h00 – 16h00 in the control tower or Saturday 8<sup>th</sup> October 2011 from 06h00 – 09h00 in the Control Tower - please collect tickets from the Documentation Caravan at the Gate.
- 10.2 Pre-event Scrutineering will take place on Friday, 7<sup>th</sup> October 2011 from 09h00 – 17h00 and Saturday, 8<sup>th</sup> October 2011 from 08h00 – 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 may not take part in timed qualifying or any race prior to the completion of documentation or scrutineering.

## **11. PROGRAMME OF EVENTS**

- 11.1 The Provisional Programme of Events is in a separate document. The Race Programme 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 programmes etc. Any changes to the Race Programme must be agreed upon by the Clerk of the Course and MSA Steward. Only in exceptional circumstances will the Programme be changed.
- 11.2 In the 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 Driver's/Rider's briefing will take place for Pro Tour Competitors at Aces Café at 12h45 on Friday 7<sup>th</sup> October 2011 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 without prior approval by the CoC. 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.

## **13. PRE-RACE PADDOCK**

**IT IS COMPULSORY FOR ALL COMPETITORS TO LINE UP IN PRE RACE PADDOCK BEFORE THE START OF EACH RACE. PIT LANE START WILL BE FROM PIT EXIT, UNDER THE CONTROL OF AN OFFICIAL.**

- 13.1 The pre-race paddock is situated on the northern side of the pit complex. In accordance with SSR 25, **competitors must be ready to proceed to the pre race paddock thirty (30) minutes before the scheduled start time of their race. Fifteen (15) minutes before the scheduled start time of each race, competitors competing in that race concerned MUST move to the pre-race paddock in their CORRECT ALLOCATED GRID POSITION. Failure to do so will result in the competitors starting at the back of the grid.**
- 13.2 The gates granting access to the pre-race paddock will be closed 5 minutes before the start time of that race. Any competitor failing to enter the pre-race paddock before the closure of the access gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap. Refer to SSR 38.
- 13.3 **FORMATION LAP** - Competitors will leave the pre-race paddock in grid order and proceed around the circuit in formation. As in Formula One, competitors will form up in their proper grid position, not switch off engines and within 30 seconds be given the starting flag or lights. **Should a competitor not maintain grid position** on the formation lap, that competitor will start at the back of the grid.
- 13.4 **RED SQUARE KAWASAKI ZX10 MASTERS CUP**  
The riders will have a warm up lap before racing, i.e. they will assemble in pre race, go out and form up on the grid, have 1 warm up lap, form up again and start the race. This applies to both races.

## **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 practice 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 start will be as per SSR 39.
- 14.5 Any competitor found doing practice starts at any position on the circuit will be given a 30 second penalty which will be added to their race time .
- 14.6 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.
- 14.7 Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the event.
- 14.8 Competitors who do not take part in official timed practice must confirm one (1) hour before the first race of their intention to start.
- 14.9 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.
- 14.10 **SHELBY CAN AM & ALTECH GT CHALLENGE**  
The Shelby Can Am and the Altech GT Challenge races will be started with waved double yellow flags from the start line to the exit of turn 2.

#### 15. **DOUBLE YELLOW REFLECTIVE BOARDS AND FLAGS**

Zwartkops is a challenging circuit and not easy to master. It can be expected that many will learn the circuit in the run-off areas. Where a vehicle is stuck in a gravel trap the following procedure will apply:

- a) The driver must try to drive through the gravel and try to rejoin the race when it is safe.
- b) If stuck in the gravel the driver must remain in the car. Marshals will (when it is safe) retrieve the vehicle through the use of winch/tow system. The driver must ensure that sturdy tow hooks are mounted to the vehicle and that those are clearly marked.
- c) During the time that the vehicle is stranded a double yellow will be shown in that area. No overtaking in that area is allowed and competitors must file one behind the other through the corner.

#### 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, signaling 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 (don't forget to wave) to the pit entrance. Enter Pit Road One or Parc Fermé as indicated.

##### ***PLEASE NOTE:***

- Competitors in **main pit road** (Pit Road 1) proceed down pit road to your pits. NOT AT THE BACK OF THE PITS.
- Competitors on **Pit Road 5** (Big Shed) proceed down Pit Road 1 and turn left behind Pre-race down to your pits. NOT BEHIND PITS OR BEHIND CANTEEN.
- Competitors on **Pit Road 2** (lock-up pits). Competitors must drive slowly to the pits – pit road behind main pits.
- Competitors on **Pit Road 3 and 4** (carports) turn left on entry to pit road, proceed up the hill to your pits. NOT PIT ROAD 2 OR IN FRONT OF CANTEEN.

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 as it causes huge problems for those behind you with hot / sometimes boiling racing vehicles.

#### 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 Fermé immediately after each race of each category.
- 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.

18.4 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.

**19. NOTICE BOARD**

The official notice board is situated at the Control Tower

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 Part IX and Appendix "R" of the MSA Handbook.

21.1 **APPEALS** Refer Part X and Appendix "R" of the MSA Handbook

21.2 **TRIBUNALS** As per GCR 212

**22. PRIZEGIVING**

22.1 The prize giving will commence at the Aces Cafe approximately 45 minutes after the end of the last race. Any categories 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**

23.1 Timing will be done by way of electronic camera readings. All competitors must sign on with timekeepers. It is essential that all vehicles have clearly legible numbers. No duplicates or contrasting colour numbers can be processed. The system owned and operated by TJ Timing Systems is unique, tried and tested, however the system cannot read illegible numbers on vehicles. No transponders are necessary with the system.

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

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, MOTORIZED 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.

**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** – In accordance to the local authority legislation requirements **NO** participating vehicle(s) at Zwartkops Raceway may exceed 105 db. Refer to GCR 245, and to Appendix 1 of the Environmental Code.

**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 **DRIVING CONDUCT: REFER SSR 50** 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.

29.2 **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.

29.3 **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

29.4 **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, 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.

29.5 **DRIVER'S COMPETENCY.** Random selection of competitors to be tested on the Drivers Competency document circulated by Pro Tour's categories will be conducted during the course of the day on Friday 7<sup>th</sup> October 2011.

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 racing 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.

30.3 Fuel is available at Zwartkops Raceway at reception, bring your own container.

## **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.

**33. OFFICIALS OF THE MEETING**

Motorsport SA Steward	:	Ken Cromarty
Club Steward	:	Terry Stidworthy
Pro Tour Clerk of the Course	:	Jimi Smith
Pro Tour Clerk of the Course	:	Lindsay Steyn
Asst. Clerk of the Course	:	Schultz Swanepoel
Judge of Fact (Start-line)	:	Hennie de Beer
Secretary of the Meeting	:	Melanie Spurr
Chief Timekeeper	:	Jonathan du Toit
Pro Tour Chief Scrutineer	:	Andrew Eva
Goldwagen Challenge TC	:	Maurice Rosenberg
Shelby Can Am TC	:	Greg Canny
Commentators	:	Voices on Air
Chief Medical Coordinator	:	Donevan Cooper
Chief Marshal	:	Wayne Schutte
Environmental Officer	:	Elvene Coetzee

**34. ZWARTKOPS HOUSE RULES – Refer SSR 24**

- 34.1 PIT LANE – The speed in the pit lane is restricted to 40 kmph.
- 34.2 PADDOCK / PIT ROADS – Speed must not exceed 20 kmph.
- 34.3 PIT HYGIENE-  
If you spill oil please clean up after yourself  
Use oil bins provided – bright green bins marked USED OIL and OIL FILTERS
- 34.4 Racing or testing on Pit Roads **will not be allowed** – Drivers will be held responsible and liable for anybody knocked down.
- 34.5 Security guards will be provided, but will not be held responsible.

**35. PIT ALLOCATIONS – to be distributed separately or with Final Instructions.**

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.**

