



## Extracts from the GCR's and SSR's as assistance with the material to be examined in the competitor's basic competency test

### 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:

#### 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 SRs 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 and immediately report to the Clerk of the Course. The effect of a black flag is to take a competitor out of a race and, as such, its use is reserved for serious offences only. A competitor who has been black-flagged shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points. Failure by a competitor to respond to a black flag shown to him/her on two or more consecutive laps and/or to immediately report to the Clerk of the Course having responded to a black flag, shall render offenders liable to be penalised by the clerk of the Course in terms of the provisions of GCR 157.**

**6. BLACK AND WHITE FLAG 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 and placed under observation for the balance of the race meeting/event in question. A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course in terms of the provisions of GCR 157.**

**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 IF 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;
- 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 and 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 SRs 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.

**SSR 38**

**STANDING START**

**A. Five Minute Board:**

- i) Not later than 5 minutes before the due expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green. This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one warm-up lap and assemble in the predetermined order on the dummy grid or, in the absence of same, the main grid. Places of non-starters will be left unallocated.
- ii) Once a vehicle is in position the engine must be switched off. This rule may be waived by the Clerk of the Course if circumstances warrant such action.

**B. Two Minute Board:**

- i) A board reading "Pit Lane Closed" or the robot at the pit exit shall be turned to red and everyone except drivers/riders, officials and team members who will assist in starting, will leave the grid.
- ii) Vehicles come under starter's orders.

**C. One Minute Board:**

- i) Engines will be started and the competitors take up their grid positions (if previously formed up on the dummy grid).

- ii) The driver/rider of a vehicle that will not start must raise his hand as a warning to other competitors. No pit crew may attempt to push the vehicle.
- iii) Any vehicle arriving at the grid after the One Minute Board has been displayed will take up position at the back of the grid.

**D. 30 Second Board:**

**CARS**

- i) A green flag will be shown at the front of the grid, whereupon the cars will commence a warm-up lap, maintaining their starting order with the pole position driver leading. Competitors must retain their starting positions. Circuits are at liberty to dispense with this extra warm-up lap, provided the following conditions are adhered to:
  - The relevant event supplementary regulations/final instructions clearly state this fact, to prevent any confusion on the part of the competitors.
  - The event supplementary regulations/final instructions must state the procedure to be followed at the end of the first warm-up lap done as the cars leave the pits. Circuits without proper dummy grids are to bear in mind that starting a temporary dummy grid on the main grid may lead to problems in the event of a car stalling.
  - Competitors are reminded of the starting procedure/s to be followed, at Driver's Briefing before the event.
- ii) Any driver who is unable to start must raise his arm. After all the cars have started their warm-up lap, the grid marshals may push the car on the track to start the engine under the supervision of the Clerk of the Course. The car may then commence its warm-up but it is forbidden to pass any other moving car. If the car still will not start, it must be pushed off the circuit to a safe position and will be deemed a non-starter of the race.
- iii) When the cars return to the grid on completion of the parade lap, a red flag or board will be displayed at the front of the grid. They will stop, keeping their engines running, each one on its allocated grid position. The position of non-starters shall not be filled.
- iv) If, after returning to the starting grid, a driver stalls his car and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other cars have left the start, push the stalled car in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter of the race.

**MOTORCYCLES**

- i) A marshal shall be positioned at the front of the grid, with a red flag raised in each hand. To signify the start of the warm-up lap, he shall proceed down the grid from the first row to the last, stopping at each row. The riders must start the warm-up lap, row by row, once the marshal has reached their line and lowered the two red flags. The warm-up lap may be undertaken at unrestricted speed. On completion of the warm-up lap, the riders return to their allocated positions on the grid, keeping their engines running. A red flag/board will be displayed at the front of the grid. The position of non-starters shall not be filled.
- ii) If a rider stalls his motorcycle and is unable to start, he must raise his arm above his head. If the start then takes place, the grid marshals shall, once all other motorcycles have left the start, push the stalled machine in an attempt to restart it, failing which it shall be pushed to a place of safety and it will be deemed a non-starter.

**E. 5 Second Board:**

As soon as all the vehicles are stationary on the grid, a green flag will be raised from the back of the grid and the red flag or board will be replaced by a "5 Seconds" board to warn drivers/riders that there are 5 seconds to go before the red light is shown or the start flag raised.

**F. 5 Seconds:**

Red lights switched on or start flag raised.

**G. 4-7 Seconds:**

Red lights go out or flag is lowered.

**H. Push Start:**

Should the SR's stipulate a push start, the procedure will be the same as above except that competitors must kill their engines on returning to the grid following the warm-up lap and push-start their machines when the start signal is given.

**I. Aborted Start:**

i) Red lights remain on or flag remains raised and is lowered slowly and simultaneously replaced with a red flag.

ii) "Start Delayed" board is shown.

iii) The Clerk of the Course will then decide on one of the following actions and instruct accordingly. (No refuelling will be permitted if more than one start is necessary)

a) Engines will be kept running and any stalled vehicles will be pushed off the grid by marshals. A new start will commence from 5 seconds.

b) A complete new start in which case all vehicles will do a lap of the circuit and form up on the grid once again. In this instance, vehicles starting from the pit road and vehicles that could not start, may join the race and take up positions at the back of the grid.

**J. False/Jump Starts:**

If any part of the vehicle (car or motorcycle) moves beyond its demarcated grid position or a vehicle starts moving forward before the start signal is given, the competitor concerned will have a 30 second penalty added to his race time. The Judge of Fact's decision as to whether a competitor contravened the aforementioned regulation shall be considered final, unless there is compelling evidence to the contrary. In such cases, the Clerk of the Course, at his/her sole discretion, may elect not to impose the prescribed 30 second penalty. Any driver/rider who blatantly jumps the start will be black-flagged and will render himself/herself liable to further disciplinary action at the discretion of MSA.

**K. Starting from the Pits:**

i) Vehicles in the pit road will be allowed to join the race once all the vehicles capable of starting the race, have passed the pit exit at the start of the race. The "Pit Lane Open" board shall be displayed or the robot shall be turned to green at this point.

ii) Any driver/rider attempting to move out sooner will incur automatic exclusion.

iii) A pit marshal will be stationed at the pit exit to control starting from the pits.

**Note: The Clerk of the Course must be present at all times to see that all regulations are adhered to as well as working in conjunction with the Starter.**

**SSR 39**

**ROLLING START**

Categories/events may only make use of rolling starts with the approval of MSA.

All rolling starts shall have a staggered formation as per the normal grid position line-up, i.e. cars behind the pole car must maintain a staggered formation, with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.

**A. Five Minute Board:**

Not later than 5 minutes before the due or expected starting time of the race, a board shall be shown at the pit exit reading "Pit Lane Open" or the robot at the pit exit shall be turned to green. This shall be accompanied by an audible sound to inform competitors that the track is open and they should leave the pre-race paddock or the pit area, do one warm-up lap and assemble in the predetermined order on the grid. Places of non-starters will be left unallocated.

**B. Two Minute Board:**

i) Everyone except drivers, officials and team members with external energy sources will leave the grid. Cars come under Starter's orders.

ii) Once the Two Minute Board has been displayed, the pit exit will be closed and competitors who have not left on their warm-up lap will not be permitted onto the track to take up their starting positions. These competitors will have to assemble at the pit exit and will only be permitted to join the start once all cars capable of moving off the grid have left on their parade lap. Competitors from the pit exit may join the rear of the parade lap but may not take up their original starting positions and will have to start from the back.

**C. One Minute Board:**

i) Engines will be started and team members leave the grid.

ii) Any vehicle arriving at the grid after the One Minute Board has been displayed, will take up position at the back of the grid. They may not improve their positions or pass any moving cars until receiving the starting signal and crossing the start line.

**D. 30 Second Board:**

i) Followed by display of a green flag – cars leave the grid on a parade lap. No car shall leave the grid until the car in pole position has moved forward. Should the pole position car not be able to move off on the parade lap, the Starter or the Clerk of the Course (as the case may be), will signal the driver of the second car to proceed, which driver shall then assume the responsibility of the pole position car, and all other cars are to follow. Any drivers prejudiced by the stalled pole car or any other stalled car, may make up positions on the parade lap in order to regain their allocated starting positions. Such actions must be complete by the time the competitor/s concerned enters the last corner (change of direction of at least 45 degrees, with a radius of less than 300 metres). If the competitor concerned is not in his allocated position by the time he arrives at the entry to the last corner, he will be required to start from the position occupied at that stage.

ii) A pace car may be used to regulate the start, or the driver in pole position will do so when a pace car is not used. Should mechanical breakdown or other circumstances prevent the driver in pole position completing this function, the driver of the second car on the grid will regulate the speed. Drivers must retain their correct starting positions during the parade lap, except as permitted above. Improving one's allocated starting position is forbidden. When the pace car leaves the circuit, at the conclusion of the parade lap, the driver of the car in pole position should be at least 50 metres to the rear. Prior to entering the last corner before exiting the circuit, the driver of the pace car will slow down to ensure the field closes up and will establish the pace at which the field must approach the start line. This speed, which should not exceed 100km/h, must be maintained until the start signal is given. The pace car must leave the circuit via the pit entrance road and may not be driven past the pits regardless of the position of the start line. If no pace car is used, the driver in pole position will establish the pace but he must ensure the field is well bunched and must not exceed 100 km/h as he approaches the start line.

iii) If the starter is satisfied with the disposition of the cars at this stage, he will signal the start of the race by lowering the MSA flag or extinguishing the red starting light/s. Only at this point may acceleration take place. If the starter is not satisfied, the

start lights will remain red or the starting flag will not be lowered but will be held stationary. The competitors must then complete another parade lap without a pace car and approach the start line to effect another start.

iv) Any competitor crossing the start line ahead of the driver in pole position shall be deemed to have jumped the start and shall have a 30 second penalty added to his race time unless, in the view of the Judge of Fact, the driver in pole position reduced his speed before crossing the start line.

v) Any competitor left on the grid once the parade lap has commenced and all cars capable of starting have departed the grid, may subsequently be started using the on-board starter, or may be push-started by the grid marshals, and must start from the rear of the grid.

vi) If the car cannot be started either by self-starter or by pushing, the car must be removed from the circuit immediately under the direct control of the Clerk of the Course, and will be deemed a non-starter.

#### **SSR 41 STOPPING OF RACES**

Unless the regulations provide otherwise, the following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag:

- i) All vehicles shall proceed slowly to the start area with no passing being permitted.
- ii) If a race is to be restarted, normal start procedure will apply from this point.

As soon as conditions permit thereafter, the starting procedure will recommence with the display of the 2 Minute Board.

#### **SSR 43 RESTARTING A RACE STOPPED PREMATURELY**

i) If less than two laps of the race have been completed by the leader, the original start shall be null and void and the race shall be restarted and all starters in the original start may compete again. Competitors may substitute other vehicles of the same make and model subject to the approval of the Scrutineers. No reserve entries will be admitted. The race will be considered a new race and the full time or distance will be covered.

ii) If more than two laps have been completed but less than 75% of the scheduled distance or time:

a) The race shall be deemed to be in two distinct parts. The classification of the first part shall be determined at the conclusion of the lap prior to the red flag being given.

b) Unless the regulations specify to the contrary or the Stewards of the Meeting rule otherwise, all vehicles will be in a parc ferme between the two parts of the race. A new starting order will be established by the Timekeepers taking the above into account. Only those still competing at the end of the first part of the event and who arrive at the pits under their power and using an authorised route, will be allowed to compete in the second part. No reserve vehicles will be permitted.

c) The distance or time of the second half will be that required to complete the scheduled distance or time and the combination of the two parts will be the basis for final classification.

iii) If 75% of the scheduled distance or time has been completed, the event will be concluded and there will be no restart. Classification will be as if the race had been completed in its entirety.

iv) If it is impossible, in the opinion of the Stewards of the Meeting, to restart a race stopped prematurely, it shall be deemed completed. The classification, as well as the championship scoring ramifications, shall be determined at the discretion of the following:

Club/Regional events: Stewards of the Meeting

Regional Championship: The relevant Regional Motorsport Committee

National Championship: The relevant MSA Sporting Commission

## **SSR 44**

### **WET WEATHER START**

i) If more than 50% of the vehicles start a race on wet weather tyres, or if the Clerk of the Course so decrees, it will be declared a wet weather race. A "Wet Weather" race board will be displayed at the start line. A wet weather race will not be stopped even if it fails to rain or the track dries out following rain.

ii) If it suddenly starts to rain while the vehicles are on the warm-up lap or standing on the starting grid, the Clerk of the Course, at his sole discretion, may display a "Start Delayed" sign. The starting procedure will begin again after 15 minutes, enabling vehicles to be fitted with wet weather tyres if the drivers/riders so wish. Should the volume of water on the track be such that it cannot be negotiated safely even on wet weather tyres the Clerk of the Course may delay the start until such time as the conditions improve.

iii) For stopping and restarting races - see SSR 43.

## **SSR 45**

### **SAFETY CAR**

Circuits wishing to make use of a safety car to prevent the red-flagging of races as far as possible, are advised that provision for doing so must be made in the event supplementary regulations. The following procedure must be strictly adhered to:

i) The Safety Car will be brought into operation to neutralise a race at the sole discretion of the Clerk of the Course. This will usually be following the partial blocking of the track or a situation in which rescue workers and/or competitors are being subjected to such danger that yellow flags do not afford sufficient protection.

ii) The car must be marked "Safety Car" on the rear and sides, and must have at least two flashing lights mounted on the roof. It must be driven by an experienced circuit racing driver, and carry an observer capable of recognising all the competing cars who is in permanent radio contact with Race Control.

iii) The Safety Car shall be sited at the end of the pit lane and must join the circuit with its flashing lights turned on, regardless of where the race leader is.

iv) As soon as the order is given for the Safety Car to go out, all flag posts (including at the start/ finish line) are to display a stationary yellow flag and an "SC" board, which will remain out until the intervention is over. Where possible, yellow flashing lights will be shown at the start/finish line and/or at any other point on the circuit where such facilities exist. The lights are to remain lit until such time as the Safety Car switches off its flashing lights.

- v) Each time the Safety Car passes a flag post, the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the sector between this post and the next post.
- vi) All competitors, when notified of the Safety Car intervention (by flag signals and "SC" boards), must reduce speed and line up behind the Safety Car, maintaining the same speed as the Safety Car. Overtaking of the Safety Car is forbidden unless signalled to do so by the observer in the Safety Car, who may wave past any competitors between the Safety Car and the race leader. Such competitors must continue at reduced speed without overtaking until they reach the line of cars behind the Safety Car.
- vii) When the Clerk of the Course decides to call in the Safety Car, the "SC" board and stationary yellow flag at the start/finish line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in rotation. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the pit lane entrance at the end of that lap. THE SAFETY CAR WILL NOT COMPLETE ONE FULL LAP OF THE CIRCUIT WITH ITS LIGHTS OFF.
- viii) A green flag will be waved at the start line to indicate the resumption of racing. OVERTAKING REMAINS FORBIDDEN UNTIL COMPETITORS PASS THE GREEN FLAG AT THE START LINE.
- ix) All laps completed during a Safety Car intervention will be counted as race laps, unless stated to the contrary in the event SR's.
- x) While a Safety Car intervention is underway competitors may stop at their pit and may rejoin the track proceeding at reduced speed until reaching the end of the line of cars behind the Safety Car. OVERTAKING IS FORBIDDEN. The pit exit shall be controlled by lights or by a marshal with a flag. Exit from the pits will not be permitted while the Safety Car and the competitors following behind are passing the pit exit.
- xi) All competing vehicles must maintain the same speed as the Safety Car whilst in convoy, and the same speed as the vehicles in front of them. All competitors shall maintain a maximum distance of three cars' lengths and a minimum of one car's length from the vehicle in front (including the Safety Car) before the re-commencement of racing.
- xii) The Clerk of the Course may impose a penalty upon any competitor or team who he/she considers has gained an unfair advantage, whether inadvertently or not, from a breach of the Safety Car regulations.

#### **SSR 49 RACING CONDUCT**

No competitor shall indulge in foul language and unfair or dangerous conduct. Breach of this regulation may render the guilty party liable to exclusion.

#### **SSR 50 OVERTAKING, RULE OF THE ROAD AND DRIVING DISCIPLINE**

##### **i) Overtaking (cars)**

- a) During a race, a car alone on the track may use the full width of the said track. However, as soon as it is caught up in a straight line by a car which is either temporarily or consistently faster, the driver shall give the other vehicle the right of way by pulling to one side in order to allow for passing on the other side.
- b) If the driver of the vehicle about to be overtaken does not seem to make full use of his rear-view mirror, the Flag Marshal(s) will give him a warning by waving the blue flag to indicate that another competitor wants to overtake him. Any driver who does not take notice of the blue flag, may be penalised by the Clerk of the Course. Systematic or repeated offences may result in the exclusion of the offender from the race.
- c) Corners, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according

to the possibilities of the moment, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of cars towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the seriousness and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntarily, may result in exclusion from the race.

d) Any obstructive manoeuvre carried out by one or several drivers, either having common interests, or not, is prohibited. The persistent driving abreast of several vehicles, as well as driving in a fan-shaped arrangement, is authorised only if there is not another car trying to overtake. Otherwise the blue flag will be waved.

e) The penalty inflicted for ignoring the blue flag will also be applied to drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, this ranging from a fine to exclusion from the race. The same penalty shall be applied to drivers who weave from one side of the track to the other in order to prevent other competitors from overtaking.

f) The repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) may entail exclusion of the driver/s concerned.

g) The race track alone shall be used by the drivers during the race.

h) If a car has left the circuit with all four wheels, it shall rejoin the circuit at the nearest point to the exit from it, compatible with safety and without prejudicing a fellow competitor. Leaving the circuit with all four wheels (with the resultant effect of missing a corner on the circuit) will result in the imposition of a time penalty (10 seconds minimum) on the offending competitor, for a first offence. A second offence in the same race will result in the exclusion of the competitor from the race in question.

i) In order to enhance the possibility of overtaking, a category of racing may, with the agreement of the circuit promoters concerned, utilise the following:

- Two corners considered to provide prime overtaking opportunities will be selected at the circuit. A barrier line will be painted on the track starting from around the 300-metre brake marker and ending before the racing line entry to the corner.

- The barrier line will be a broken white line of approximately 75 centimetres in length by 75mm width with a space of approximately 1 metre in between. A recognised brand of road marking paint must be used, and must be applied as thinly as possible.

- With effect from the second lap of a race, competitors are not permitted to run inside the barrier line unless they are executing an overtaking manoeuvre.

- Any competitor not in a position to overtake another car must be on the outside of the barrier line before it commences and maintain this position until turning into the corner at the end of the barrier line.

- Two competitors approaching a controlled corner side by side with the lead car on the inside of the barrier line will be deemed to be in an overtaking situation and therefore the lead car may maintain the position.

- Observers will be positioned at the corners to determine whether any competitor has infringed the regulation. Consideration will be given by the observers to circumstances where, due to a yellow or yellow/red flag displayed at the corner, a competitor may be forced to use the inside line.

- Infringement of this regulation will be referred to the Clerk of the Course and a time penalty of up to 20 seconds will be imposed on the offending competitor and added to the race time of the particular race in which the infringement occurred.

## **ii) Overtaking (motorcycles)**

A rider about to be overtaken shall not knowingly ride so as to impede his fellow rider and a rider having overtaken another rider shall not cut in on the other rider's right of way until there is a distance of at least five metres between the two.

## **iii) Stopping of a car during a race**

a) The driver of any car leaving the race shall signal his intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

b) Should a driver be compelled to stop his car, either involuntarily or for any other reason, the car shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the driver himself is not able to move the car out of the potentially dangerous position, it is the duty of the marshal(s) or other race official(s) to help him. In that case, if the driver succeeds in restarting his car, and rejoins the race without committing any breach of the regulations and without gaining any advantage from the preceding movement of the car to a safer position, he will not be excluded from the race.

c) Any repairs carried out on the track may only be made by the driver himself by means of the tools and spare parts carried aboard the car.

d) Any replenishment on the track itself is prohibited, and will entail immediate exclusion.

e) Apart from the driver himself – and, in exceptional cases, the competent race officials, NOBODY is allowed to touch a stationary car under penalty of exclusion from the race.

f) Pushing a car along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.

g) Any car abandoned on the circuit by its driver, even temporarily and regardless of the reason or the duration, shall be considered as withdrawn from the race.

## **iv) Stopping of a motorcycle during a race**

a) If, for any reason, a rider in a race stops, he must immediately remove himself and his motorcycle from the course altogether or, if that is impossible, he must place his motorcycle at the side of the course which is the least dangerous to other riders. If the stop occurs on a bend, he should push his motorcycle clear of the bend. A driver must never drive or wheel his motorcycle on the course in a direction opposite to that in which the race is being run. Should he require assistance he may proceed on foot, in the reverse direction of the race, having first placed his motorcycle in a safe position and provided he exercises due care so as not to endanger other riders. Any rider who fails to comply with this rule shall be excluded by the Clerk of the Course.

b) Repairs and change of parts are authorised on the course provided they are performed by the rider exclusively. Because of the danger of injury, no parts or tools shall be carried by the rider on his person while racing or participating.

c) Riders may not, under any circumstances, render one another assistance during a race. Any such action will result in exclusion of both riders from the race.

d) A competitor may not receive assistance of any nature whatsoever in contravention of these rules during the race and shall automatically be excluded for receiving assistance, whether solicited or not. Officials may, without penalty to the rider, assist in the removal of a rider or his machine from the course in the interests of safety but, in doing so, their assistance must not cause the starting of the engine or result in placing the machine in a more favourable position for re-starting by the rider.

## **v) Loss of coolant/lubricant**

If, as a result of a mechanical or other problem or leaving the circuit, a car develops a loss of lubricant or coolant, it must be driven off the circuit to a place of safety immediately. Should the driver attempt to continue on the circuit thus causing the circuit to become slippery as a result of loss of lubricant or coolant, the competitor/driver will be summoned to appear before

the Stewards who may take disciplinary action by imposing a fine of not more than R5000.

## **SSR 51**

### **SAFE DRIVING/RIDING**

i) A competitor shall at all times drive/ride in a manner compatible with general safety and may be halted by the Clerk of the Course for failure to do so. Any penalty incurred under these regulations shall not prevent any further appropriate action by MSA. (Refer also to SSR 17).

Cars: A driver may not maintain contact with or push a car in front of his own during a race.

ii) On safety grounds, it is forbidden for 'open-wheel' single seater racing cars to compete in the same practice session, qualifying session or race as saloon cars and/or sports cars.

iii) Unless advised to the contrary in the Supplementary Regulations for a particular event, the pit lane speed limit at all circuits shall be 60km/h.

## **SSR 52**

### **STOPS AT THE PITS**

Competitors intending to enter the pit area shall unmistakably signal their intention in good time and satisfy themselves that it is safe to do so. They shall slow down to enter the pit service road.