

SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:		<i>Classic Top of The Hill Day</i>					
CHAMPIONSHIP ROUND/S:		<i>Round 1</i>					
DATE OF EVENT:		<i>5th & 6th July 2024</i>					
STATUS OF EVENT:		Please indicate below:					
INVITATIONAL	x	SOCIAL	x	CLOSED CLUB		CLUB	
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
EVENT:		<i>Classic Top of the Hill</i>					
VENUE:		<i>Zwartkops Raceway</i>					
GPS CO-ORDINATES:		<i>S 25.81161 E 28.11483</i>					
CIRCUIT DETAILS:		<i>012 384 2299/ admin@zwartkops.co.za</i>					
DIRECTIONS:		<i>R55, Lekkerhoekie 450-Jr, Pretoria, 0137</i>					

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	<i>Zwartkops Raceway</i>
NAME OF CONTACT PERSON:	<i>Zelda Verster</i>
CONTACT NUMBER:	<i>071 670 0585</i>
EMAIL ADDRESS:	<i>admin@zwartkops.co.za</i>
WEBSITE:	<i>https://www.zwartkops.co.za/</i>
ORGANISERS NAME:	<i>Legends of the 9 Hour</i>
NAME OF CONTACT PERSON:	<i>Zelda Verster</i>
CONTACT NUMBER:	<i>071 670 0585</i>
EMAIL ADDRESS:	<i>admin@zwartkops.co.za</i>
WEBSITE:	<i>https://www.zwartkops.co.za/</i>
SPONSOR/S LOGO:	 <p>THE CLASSIC 2000m TOP OF THE HILL CHALLENGE 6 JULY ELEVATED & ASCENDING HILLS!</p> <p>R1200 Competitor Entry Fee Maximum 100 Entries MSA License Required</p> <p>CLASSES Grand Central Pre'1962 • New Age "9-Hour" Pre'1962-1966 Golden Age Pre'1966-1974 [Pre Crisis] • Post Energy Crisis up to 1981 The Original Kyalami up to 1988 • Road Registered Modern Classics All of the above classes include: Production cars • Sports & GT • Single Seaters</p> <p>Tel: 012 384 2299 • www.zwartkops.co.za</p>



3. JURISDICTION

- 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), as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2024 category regulations.
- MSA Safeguarding Policy
- Any relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- These regulations must be read and adhered to by all competitors.

Link to the 2024 MSA GCR's –

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17675	Permit issued (date):	7 June 2024
Please note that the MSA Flag will be prominently displayed at:		Zwartkops Raceway

5. ELIGIBILITY OF COMPETITORS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 227:

The Race Meeting is open to invited drivers complying with the following:

- Drivers in compliance with SSR 1 and the relevant category regulations
- Vehicles in compliance with SSR 2 and the relevant category regulations.
- All cars as categorized and defined in point 12.

6. COMPETITION LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 20, 93 and Part V (Licenses):

All competitors that participate in the event need to have purchased the relevant MSA Competition license for the class that /he will be competing in. Licenses can be checked electronically prior to the event using MSA's platforms. MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the license system, please do not hesitate to contact msa@motorsportco.za or support@motorsport.co.za

Licence requirements:

Invited drivers who hold a current (Social, Club, Regional or National) MSA Competition Licence valid for Circuit Cars or Rally.

International competitors must submit the following:

- A copy of their licenCe
- A start permission from their ASN
- Completed MSA medical insurance form – available from MSA – msa@motorsport.co.za
- Proof of payment for the medical insurance submitted to MSA.

7. INJURY REGISTER

Where a competitor has appeared on the injury register, it is that competitor's responsibility to ensure that they have submitted a medical certificate indicating that they are fit to compete in motorsport no later than 5 (five) working days before the start of the event. This certificate is to be reviewed and processed by MSA Head Office.

It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

Please Note: Competing while appearing on the Injury Register will result in potential claims being repudiated by the MSA Group Accident Policy

Refer to Appendix L - Article 2.9

8. ENTRANTS LICENCES

Where the entrant is NOT the driver / rider, an entrant's licence must be obtained from MSA and submitted together with the entry form. Failing which, the entrants name WILL NOT be published in the event programme.

9. ADVERTISING & PUBLICITY

Refer to Standing Supplementary Regulations as shown below, as well as GCR 247 and 248:

- 9.1 It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles should also display the advertising, if any, as stipulated by the Organizer's and/or Promoters. In line with South African legislation, no historical tobacco related livery or advertising will be allowed.
- 9.2 To protect the event sponsors' rights, competitor sponsor branding will be allowed but confined to the inside of their respective pit only. Any branding found outside of the competitor's pit entrance, as defined by the marquee frame, will be removed.

10. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

11. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
CLERK OF THE COURSE	<i>Jean-Louis Maraz</i>	A	21786
MSA STEWARD	<i>Andrew Shillinglaw</i>		06559
EVENT SECRETARY	<i>Zelda Verster</i>		26465
CHIEF SCRUTINEER	<i>Ralph Kernes</i>		01902
TIME KEEPING SERVICE PROVIDER	<i>MOTO Timing</i>		
CHIEF TIMEKEEPER	<i>Morne Venter</i>		
CHIEF MARSHAL	<i>Stephen Kotze</i>		4765
MEDICAL SERVICE PROVIDER	<i>Med-Assist</i>		
CHIEF MEDICAL OFFICER/CMC	<i>Donevan Cooper</i>		
STARTER	<i>Hennie de Beer</i>	B	13663
RACE CONTROL	<i>Ivanette Visage</i>		

12. CATEGORIES

Refer to Individual Standing Supplementary Regulations:

CATEGORY:	STATUS:
Grand Central (Pre 1962 and Kyalami)	Social
New Age "9 Hour" (Pre 1962 to 1966)	Social
Golden Age (1966 to 1974 – pre or crisis)	Social
Post energy crisis up to 1981	Social
The Original Kyalami up to 1988	Social
Road Registered modern classics	Social

13. CLASSES

Refer to Standing Supplementary Regulations as shown below:

Classes are based on formulas that have proved to be an overall success in previous events and new classes identified as being relevant. By submitting an entry, competitors must accept in the spirit of the event that the performance potential between vehicles within the classes is relatively wide due to the large variety of cars that can potentially participate.

If less than 3 entries per class are received the Organizer reserves the right to cancel the class.

If the Organizer becomes aware of any technical specification pertinent to the class that the car is entered into, or any competitor posts a time appreciably quicker than the appropriate performance envelope the Organizer reserves the right to move the car into another class for the duration of the event.

14. CLASS INFORMATION

A) Classic Top of The Hill Day

- i) All vehicles must adhere to the Classic Top of The Hill which aims to honor period cars. Therefore, all silhouette (including wings and spoilers), chassis, engines and drivetrain must be indicative of the period the car was produced or



raced. A maximum leeway period of up to 10 years is permissible to allow use of more modern engine and drivetrain alternatives (provided they remain within the original manufacturer make and concept) with retention of period correct mechanical fuel injection or carburetors.

- ii) NO electronic systems (ECU) which control fuel injection and or ignition timing are permissible.
- iii) NO launch control or traction control devices or systems are permissible.
- iv) NO additional aerodynamic ground effect or diffuser devices are permissible excepting what is period correct.
- v) All forms of sequential gearboxes (irrespective of model year) are disallowed.
- vi) Cars must comply with their original specification and architecture, and in interpretation of these regulations and adhering to “what is not specifically permitted is disallowed.” Refer to GCR 226.
- vii) Classes H2, H3 and H4 are specifically aimed at street legal, currently licensed road cars indicative of the period with conventional tyres (Tyre Rule and Instruction, point 27 applies).
- viii) Tyre warmers and racing tyres (slick or semi-slick) are permitted in classes H5, H6, H7 H8 & H9 only. Refer to point 27 Nitrous Oxide Systems (NOS) are strictly forbidden for **ALL** classes.

15. ENTRIES

Refer to Standing Supplementary Regulations, as well as GCR 22, 91, 111 and 114:

Telephonic entries WILL NOT be accepted. Correspondence with the Organiser / officials will be via email only, no text, WhatsApp or other electronic messaging will be accepted or answered to during the registration process.

The Request for Invitation process for competitors hoping to be part of the field will open for online registration on 1 June 2024 and close on 26th June 2024. Invited entries will be chosen through the Request for Invitation process by the TOP OF THE HILL Selection Committee.

Request for Invitation open:	Competitors wishing to lodge a Request for Invitation with their chosen competition car are requested to register at admin@zwartkops.co.za Request for Invitation applications will be duly considered by the Organiser who will then issue a formal invitation to compete to successful applicants.
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Accepted drivers will be invited by means of a formal, system generated email by no later than **26th June 2024**.

Unsuccessful applications /registrations will be informed by a system generated email by no later than **26th June 2024**..

PLEASE NOTE: Request for invitations is not accepted on a first-come-first-serve basis but purely according to Organiser’s criteria. However, we do recommend that applications are not left to the last minute as the selection procedure is an ongoing process.

The Organiser has the difficult task of selecting the final entries for the event.

The single most important consideration applied is what is best for the event as a whole.

In determining which applications to accept the Organiser evaluates a number of key factors, any single one or combination of two or more, could be the reason for an entry being accepted or rejected.

These include:

- 1) How many cars have applied for a particular class (it is preferred to have at least three cars in each class, but this is not always possible)
- 2) How many of a particular type or model of car is in the class and / or event.
- 3) Who the driver is and his / her racing history?
- 4) Is the car special in any way?
- 5) Will it have spectator appeal?

Our goal is to put on the best show that we can for competitors, spectators, and general public alike.

We do not give previous competitors first option as we are aware that having the same competitors year after year will make the event stagnate and lose appeal.

Entry fees as follows:	(Refer to GCR 95)
Entry fee:	<ul style="list-style-type: none"> • Classic Top of The Hill: All classes – R1 200



Entry fees include MSA levy, timing transponder and four entry passes (one competitor and three crew members) and one parking sticker per event for the support vehicle. Competitors requiring extra tickets must purchase pit access tickets.

Due to space limitations this does not include parking in the pits.

Late Request for Invitations received after 26th June 2024 may be accepted at the discretion of the Organizer until the publication of the final entry list.

The Promoter and/or Organiser reserves the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100). Unsuccessful applicants will be notified as soon as practicably possible.

Competitors that are approved will receive a system generated email confirming their invitation and will be required to make full payment within 48 hours of the email being sent. Failure to make payment within the stipulated time may result in the entry application being rejected at the discretion of the Organiser.

A maximum of 100 entries will be accepted for the Classic Top of the Hill Shootout. These entry numbers may be adjusted at the discretion of the Organiser.

One online entry must be completed for each car – incomplete documentation will be rejected. No telephonic entries will be accepted.

The Organiser may reserve a limited number of starting slots for special purposes which in certain circumstances will allow competitors that were not successful in securing an entry a late opportunity to gain an entry. The cost of these entries will incur premium pricing dependent on the type. The types available will be as follows (not all may be allocated in any one year):

- Sponsors
- Special guest invitees
- Media
- Manufacturer entries

Transfer of a confirmed entry and driver to another person or competitor will not be allowed once the FINAL entry list is published. Any change to the final entry list is subject to the Organiser's discretion.

No change of competition vehicle from the registered and intended entry will be allowed once the Final entry list is published. Any change prior to publication of the final entry list is subject to the Organiser's discretion.

It is the competitor / entrant's sole responsibility to complete the entry form in full.

The Organiser reserves the right to request photographs or brochures of the car, complete in race trim (rear, in profile, & front) as part of the entry selection process.

Acceptance of Rules:

Every person who participates in the event shall be deemed to be acquainted with these Supplementary Regulations and shall agree to the acceptance of same as published, amended, or supplemented, and shall agree to be bound by same. Bulletins and Amendments will be emailed to each Competitor and published on the WhatsApp Link:

<https://chat.whatsapp.com/KkcjbORPhvMBXEu7yRTeml>

All entries are subject to the Organiser and promoter's discretion using criteria as the Organiser deems fit at the time.

No car can be entered with two drivers. No driver can compete in more than one car in a single event.

Drivers are allowed to compete in both events, but NO car can compete in more than one event.

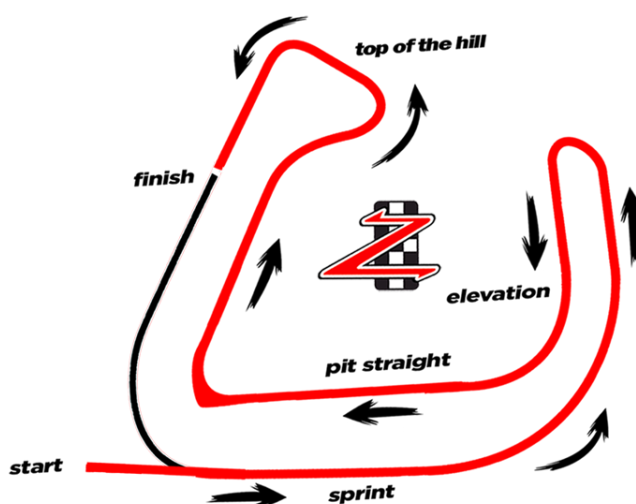
Entries open:	IMMEDIATELY
Entries close (Refer to GCR 104):	26th June 2024
Entry fees as follows:	(Refer to GCR 95) Please take note that any competitor who has not paid his entry fee by close of business on 26 June 2024 be permitted to access the circuit. No payment will be accepted at the circuit.
Entry Fee	R1 200 (Inc VAT and MSA levy)
Banking Details – Name of Bank:	ABSA
Account number:	405 885 4259

Account name:	Legends of the 9 Hour
Branch code:	630 642
Proof of payment to be sent to:	admin@zwartkops.co.za
Event Secretary contact number:	071 670 0585
Event Secretary email address:	admin@zwartkops.co.za

16. EVENT FORMAT

Classic Top of The Hill

This will be a rally stage type of event. The cars will run in an anti-clockwise direction. Starting at turn 4 and ending after turn 5.



1. The official list of target times (seconds) for each respective competitor/car will be predetermined by the Organiser and communicated, via bulletin, to competitors in parallel with publication of the final entry list.
2. After the practice runs, and prior to qualifying, the Organiser will review the target times at its discretion. Adjustments will be made where deemed necessary. A revised list of target times will be communicated via the event WhatsApp notice board ahead of the qualifying runs.
3. In the interest of fairness and credibility the Organisers, together with the Chief Timekeeper and CoC, reserve the right to finally adjust individual target times prior to the final qualifying round whenever deemed necessary.
4. The qualifying runs will determine the three best competitors on handicap that beat (or come closest to) their target times. These three competitors will contest the class final.
5. The class final will be in the form of a single run shootout (one time to count) scored on handicap to determine first, second and third place.

The fastest three competitors from each class, determined by the fastest times (H1 on handicap) from the qualifying runs, will go through to the respective class finals.

The class final will be a single run shoot-out to determine the positions and winner of each class.

Thereafter, the ten fastest competitors, as determined from the qualifying runs will go through to a further single run shoot out. (Starting order: 10th to 1st) to contest and determine the **Classic Top of The Hill**.

Upon completing their runs, competitors will be required to return to their allocated pits via the access road as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the road and estate. Competitors failing to obey the rules of the road will lose their time from the run just completed. Should the Organiser become aware of the infringement only at a later time it reserves the right to fine the competitor for the offence. All cars with a ground clearance of 50mm as measured on a flat plane throughout the entire underbody, suspension & drivetrain will not be allowed to return to the pits down the hill. If competitors NOT deemed to be "flatties" by the Organiser fail to adhere to this rule and return to the pits down the hill, they will lose the time set in that run. Refer to GCR 251

Competitors must switch position on route with the other competitor sharing a pit to assist with ease of returning to the allocated pit parking. Competitors will not be allowed to stop along the return route other than as per this clause.

Please note: Should there be a delay during any session for whatever reason, it will be the Clerk of the Course's discretion in consultation with the Stewards to cancel the session, or part thereof, at any time. If any such cancellation takes place, all practice/qualifying times set by all competitors that have completed the session up to that point will be discarded. It is therefore recommended that competitors do not target any particular session to set a qualifying run time but rather complete a 'banker' time in case of a session being cancelled.

17. COMPETITION NUMBERS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 249:

The Organiser will supply competition numbers to all competitors. Competitors will be notified via the WhatsApp Notice Board on how to collect their race numbers from the Welcome Centre

Background panels and relating numbers are to be affixed to each front door of saloon/hatch cars. The number decals as supplied by the Organiser must be applied to these panels including the event sponsor branding.

Single Seaters and Sports Prototypes are to affix panels and numbers to the sidepod, rear wing end plate or engine cover of the car in a prominent position. In all cases the panels must be clearly visible from both sides (left and right) of the car. The number decals as supplied by the Organiser can be cut to fit the panels on condition that all numbering and sponsor branding is affixed to the car and is clearly visible.

18. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

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

Judges of Fact

One or more Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be communicated to competitors in the Final Instructions, or by means of a bulletin.

Incidents / Retirements

Competitors' attention is drawn to SSR's 60, 61 and 62.

Incidents During Practice Sessions

Competitors are advised that should there be an incident during a practice run, which would involve the clearing of the circuit, their practice run will forfeit the clearing time required.

Vehicles Abandoned on Circuit

Any vehicle abandoned on 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, which is locked, will be moved by any practical and available means and the Promoter, Organiser 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.

Fuel, Oil or Coolant Spillage

Competitors are requested not to overfill their fuel tanks as spillage of fuel is damaging to the surface of the race circuit. Any vehicle spilling fuel, oil or coolant should leave the circuit immediately and pull off to a safe and stationary position on the side of the track (refer SSR 50 (iii), (iv) and (v)).

Course damage

All reasonable course damage caused by a competitor during the event will be covered by the Organiser. The Organiser will determine what is reasonable damage at its sole discretion. Competitors may directly incur any extra cost for damage to property, fences, signage, other equipment and/or structures on the course and access roads.

Improper Language or Conduct

The success of the event has been built on a relaxed atmosphere and environment which allows all parties involved to enjoy themselves. While we acknowledge that the event has become more competitive over time and will continue to do so, the Organiser remains intent on continuing to keep an atmosphere of fun and camaraderie at all times. As such any issues, queries or

disputes pertaining to the event or entries are to be handled in line with the MSA rule book and in the appropriate spirit of the event. **GCR 172 will be strictly enforced in this regard.**

19. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the MSA Environmental Code:

- Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom).
- Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles is allowed by the Organiser.
- For Cars the whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.
- In combination with the Environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
- The key-elements to consider, when deciding on an environmental mat, are the following:
 - The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
- Under no circumstances must it allow vehicle fluids to seep through onto the soil, thus having to consist of an **impermeable** (liquid proof) base.
- Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container will be available at the fuel storage container. Any damaged mats **MUST** be disposed of in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.
- **Any used oil is to be captured and decanted into the USED OIL drum made available in the fuel container.**

20. OFFICIAL NOTICE BOARD

Refer to Standing Supplementary Regulations as shown below, as well as GCR 17:

Physical notice boards must be replaced by an online/electronic system (messaging apps such as WhatsApp or Telegram may be used) to disseminate information and race results to competitors at all times.

Notifications will be done via the WhatsApp link:

<https://chat.whatsapp.com/KkcjbORPhvMBXEu7yRTemI>

21. DOCUMENTATION

Competitors are to electronically forward a copy of their competition license (scanned copy or photograph) to the event organizers/promoters together with their entry form / online entry application.

Competitors can download copies of their competition licences from the msaonline.co.za platform.

No entry will be granted to the event premises without the suitable documentation being completed, and in order, in advance of the event.

22. SCRUTINEERING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 245, 253 and 254:

In-person scrutineering **will take place and the following will be adhered to:**

- a. Will take place at the Scrutineering Bay**
- b. 5th & 6th July 2024 from 7am**
- c. Application for late Scrutineering in the office**
- d. Penalty for late Scrutineering – To be confirmed on the day.**
- e. Cars need to be Scrutineered before Qualifying**
- f. Penalty for not scrutineering your car - To be confirm on the day.**

Self-declaration of vehicle safety and eligibility will still apply

Self-scrutineering declaration form will be sent out with event supplementary regulations and entry forms.

23. DRIVERS/ RIDERS BRIEFING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 121 and 141 iv):

Drivers/ Riders briefing will be via the Online/Electronic Notice Board link or a virtual link:

<https://chat.whatsapp.com/KkcjbORPhvMBXEu7yRTemI>

24. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239:

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

Fire-resistant clothing must be in good condition and should be FIA-approved or locally produced by a recognised manufacturer

25. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

The starting signal will be given by means of the lowering of the MSA flag.

- Starting positions will be in competition number order.
- Transponders are to be mounted / affixed to cars on the right-hand side.
- A "down arrow" decal will be affixed by the Officials to the right-hand side of the car at the lowest point in the vertical plane which corresponds to the actual transponder fixed position as specified above.
- At the start line, in readiness and prior to each timed run, a marshal will ensure that the car is in the required fore & aft position with the "down arrow" directly above and in line with a predefined transponder line located below and before the official start line.
- Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. **ONE practice start "burn out" will be allowed at the pre-start line only.** This rule must be strictly adhered to; offenders will be excluded from further participation in the event.
- Cars causing an undue delay by not being ready to enter the pre-start zone at the time the car ahead has left the start line will be penalised by discarding the time for that particular run.
- In the Class Finals and Top 10 shootouts cars will start once the preceding car has crossed the finish line. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. Competitors need to be ready for this instruction at all times. There will be no minimum time for car preparation between the class finals and the Top 10 shootout. Should competitors not be ready for either their class or Top 10 Shootout runs they will forfeit the run.

26. REFUELLING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 240:

Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and SSR's 68 and 69).

No fuel may be stored in the pits after the race meeting is completed.

FUEL HANDLING:

- a. In the interest of safety and in compliance with FLAMABLE SUBSTANCE HANDLING legislation and procedures ALL bulk fuel brought into the pit/paddock area is to be stored in a designated holding area. For this purpose, a marked, officially controlled, container will be located adjacent to the lower road at the rear of the tented pit complex. Competitors are requested to mark their containers with their respective competition numbers prior to storage.
- b. Cars are to be refuelled with a limited quantity of fuel and not filled to the brim, therefore reducing the risk of spillage and chances of fire. Competitors will be responsible to call a fire marshal to attend all times during refuelling. Bulk fuels to be held in SABS approved metal containers. A maximum of 40 litres of fuel may be placed outside and to the rear of the tented pits (2 metres away from the electrical supply kiosks) during the actual running of the event only, after which ALL fuel containers must be returned for safe storage.
- c. Refuelling of cars is to be performed in the allotted pit only for the duration of the event. Under no circumstances can cars be refuelled on the circuit or at any point on the return loop via the pit complex without prior permission of the Clerk of the Course.
- d. A Fuel Judge of Fact (supported by the pit marshals & observers) will officiate and enforce these procedures. Competitors in breach of a) b) & c) will be immediately disqualified and may not participate further in the event.

27. PITS

Refer to Standing Supplementary Regulations as shown below. Competitors and support crew personnel are to obey the instructions of authorised officials/ pit marshals GCR 251 will be strictly enforced

The pit allocations and competition numbers will be as published in the Final Entry List or via bulletin.

Classes will be pitted together, car numbers will relate to pit allocation and starting order. Teams with multiple class entries requesting to be pitted together or in close proximity will be duly considered with early email application at the discretion of the Organiser. This will not be guaranteed in every case.

Competitors are reminded of GCR 123 concerning smoking in prohibited areas.

INDIVIDUAL GENERATORS WILL BE ALLOWED IN THE PIT PRECINCT.

Due to the limited space in the pit area and to prevent traffic congestion during loading and off-loading the following will apply:

- a) Entrants in Classic Top of The Hill entrants are reminded that they may only access their allocated pits from 07h00 onwards on Thursday 4th July 2024.
- b) Trailers / tow vehicles are to be removed from the pit area immediately after the off-loading operation has been completed and trailers are to be moved to the designated trailer park. The only exception to this rule will be with the permission of the Clerk of the Course.

No team motorcycles or scooters will be allowed in the pit lane area.

The Promoter and / or Organiser cannot accept responsibility for vehicles, equipment or goods left in the pit area.

28. SIGNALLING

Refer to Appendix H

- RED LIGHTS and/or red flags waved under direction of the Officials at each marshal point on the circuit and at the start and finish lines will indicate that competition runs have been terminated. Competitors must be prepared to stop at any given point.
- Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i) and SSR's 17, 49, 50 and 51.
- No exceptions will be tolerated.

29. COMPETITION RUNS

- a) Should a competitor experience or encounter a defect with his/her car resulting in spillage of oil or fluids onto the circuit, immediate action is to be taken to move off the ideal line and to stop the vehicle at the nearest safe point at the side of the track. Under no circumstance is the car to be driven further. (Refer to SSR 50 (iii), (iv) and (v)).
- b) Competitors will be penalised for contact and dislodgement of corner apex markers during all practice and qualifying runs.
- c) Any transgression may result in the time for that run being discarded at the discretion of the Clerk of the Course or Stewards. End of run will be deemed to be when the competitor crosses the finish line.
- d) Should a competitor encounter a red flag/light during his or her competition run through no fault of their own, a re-run may be given at the sole discretion of the CoC. Cars are not allowed to return to their pit. Refuelling will be permitted but only in the pitlane with a fire marshal present. Cars may NOT return to their pits to refuel. No tuning or adjustments to the car will be allowed in pit lane.

30. TIMEKEEPING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164:

- Timing will be by means of MSA approved transponders.
- ANY COMPETITOR TAKING PART IN OFFICIAL TIMED PRACTICE AND/OR A RACE WITHOUT HIS/HER TRANSPONDER IN POSITION WILL BE DEEMED TO BE A NON-STARTER.
- All transponders to be placed in the correct position.
- Timing transponders are to be returned to the timekeepers prior to their leaving the Circuit (i.e., within half (1/2) hour of the competitor's last run).
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by the timekeepers for the first week or part thereof and R200 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

31. RESULTS & RECORDS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279:

Provisional results will be posted on the WhatsApp Notice Board as possible after each round and will become final (30) thirty minutes after posting. Refer to GCR, s 200(viii) & 276.

Official time records will be scored and validated from the results of the Class Finals only.

32. PROTESTS / APPEALS / PENALTIES



All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

33. PRIZE GIVING

Trophy allocation and awards:

Trophies will be awarded to Classic Top of The Hill competitors as follows:

Class finals: 1 to 3 competitors in class - first place only

4 to 6 competitors in class - first and second place only

35. ENTRY TO THE VENUE

Entry fees include MSA levy, timing transponder and four entry passes (one competitor and three crew members) and one parking sticker per event for the support vehicle. Competitors requiring extra tickets must purchase pit access tickets via the online ticket booking system.

36. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of any of these occurring, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that may be incurred, other than that specified in GCR 244.

The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152 (vii).

Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.

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

37. GENERAL

Safety Plan and Operational Plans will be available via the Electronic Notice Board, and will be available from the Event Secretary, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010 – Refer to GCR 284.

Entrance fee to the event/ venue:

Adults: 100
Students: R80
Kids under 12: Free

Tickets will be available at the office at Eunice info@zwartkops.co.za or 012 384 2299

38. PROGRAMME OF EVENTS

The detailed programme will be published via a bulletin. This programme is provisional and may change. Should the organisers deem it necessary to change the timetable, a revised version will be published on the official notice board or issued to the competitors in the form of a bulletin. The organiser's reserve the right to change the programme as necessary and combine or split classes prior to the closing of entries should the number of entries dictate.

39. ZWARTKOPS RACEWAY HOUSE RULES – Refer SSR 24

1. PIT LANE – The pit lane speed is restricted to 40 km/h.
2. PADDOCK / PIT ROADS–Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters, or bicycles will be allowed in the paddock area. No loading and offloading may take place on Pit Roads 1 and 2 during the event. Use alternative roads.
3. Damages on track will be for your own account. This includes barriers, pedestrian fence, tyre walls etc.
4. No trailers may be parked in the Pit area. Your trailer must be moved to the trailer park.
5. PIT HYGIENE-The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided – bright green bins marked USED OIL and OIL FILTERS
6. Security guards will be provided but will not be held responsible.
7. NO DOUGHNUTS, BURNOUTS OR ANY OTHER ACIVITY THAT MAY DAMAGE THE SURFACE OF THE PROPERTY WILL BE TOLERATED. A FINE OF UP TO R10,000 MAY BE IMPOSED FOR ANY INFRACTION
8. The prize giving will take place at the Pit Stop Sports Cafe as soon as possible following the last event and after results become final. Any competitor not present at prize giving to receive their trophy will forfeit it.
9. Trophies will be awarded based on total elapsed race time of competitors where there is more than one race for the category concerned.
10. VIP Parking @ R20 per car – Available on the day.