



**ZWARTKOPS** THE 2000m  
INTERNATIONAL WORLD OF MOTORING

# TOP OF THE HILL CHALLENGE



## SUPPLEMENTARY REGULATIONS (SR'S)

### 1. EVENT DETAILS

<b>NAME OF EVENT:</b>		<b>TOP OF THE HILL</b>					
<b>DATE OF EVENT:</b>		<b>3 – 6 October 2024</b>					
<b>STATUS OF EVENT:</b>		Please indicate below:					
<b>INVITATIONAL</b>	<b>X</b>	<b>SOCIAL</b>		<b>CLOSED CLUB</b>		<b>CLUB</b>	<b>X</b>
<b>REGIONAL</b>		<b>NATIONAL</b>		<b>INTER PROVINCIAL</b>		<b>NATIONAL CHALLENGE</b>	
<b>EVENT:</b>		<p>The <b>TOP OF THE HILL</b> consists of two separate <b>INVITATIONAL</b> events staged under <b>CLUB STATUS</b>:</p> <ul style="list-style-type: none"> <li>• <b>Classic Car Friday (CCF)</b> held on Friday, 4<sup>th</sup> October 2024</li> <li>• <b>Top of the Hill (TOH)</b> held on Saturday, 5<sup>th</sup> October and Sunday, 6<sup>th</sup> October 2024.</li> </ul>					
<b>VENUE:</b>		<p><b>TOP OF THE HILL</b>, Zwartkops Raceway, R55 Road, Pretoria West 2000m Start to Finish lines. Zwartkops Raceway is located in Gauteng, South Africa, and its general elevation is around 1370 meters (4495 feet) above sea level. Specific points within the raceway may vary slightly.</p>					
<b>GPS CO-ORDINATES:</b>		Latitude: -25.8101; Longitude: 28.1386					
<b>DIRECTIONS:</b>		Zwartkops Raceway, R55 Road, Lekkerhoekie 450-Jr, Pretoria West, 0183					

### 2. PROMOTERS / ORGANISER'S

<b>PROMOTERS NAME:</b>	Zwartkops Raceway Pty Ltd
<b>GENERAL ENQUIRIES:</b>	<a href="mailto:info@zwartkops.co.za">info@zwartkops.co.za</a> / 012 384 2299
<b>NAME OF CONTACT PERSON FOR TECHNICAL ENQUIRIES:</b>	Daniel Bright - <a href="mailto:db69racing@gmail.com">db69racing@gmail.com</a> / 060 783 0093
<b>NAME OF CONTACT PERSON FOR MSA ENQUIRIES:</b>	Sparky Bright – <a href="mailto:sparkyb@vodamail.co.za">sparkyb@vodamail.co.za</a> / 082 340 0396
<b>WEBSITE:</b>	<a href="http://www.zwartkops.co.za">www.zwartkops.co.za</a>
<b>ORGANISER'S NAME:</b>	Zwartkops Raceway Pty Ltd
<b>ORGANISER'S ADDRESS:</b>	R55 Road, Lekkerhoekie 450-Jr, Pretoria West, 0183
<b>CONTACT NUMBER:</b>	012 384 2299
<b>EMAIL ADDRESS:</b>	<a href="mailto:info@zwartkops.co.za">info@zwartkops.co.za</a>
<b>WEBSITE:</b>	<a href="http://www.zwartkops.co.za">www.zwartkops.co.za</a>

### 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.
- Any relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- **These regulations must be read and adhered to by all competitors.**

### 4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

	Permit issued (date):	
Please note that the MSA Flag will be prominently displayed at:	<b>The Startline</b>	
Event WhatsApp Link:	<a href="https://chat.whatsapp.com/CMoIlCQWn508V27K82vcXx">https://chat.whatsapp.com/CMoIlCQWn508V27K82vcXx</a>	

## 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:

- a) Drivers in compliance with SSR 1 and the relevant category regulations.
- b) Vehicles in compliance with SSR 2 and the relevant category regulations.
- c) All cars as categorised and defined in point 12.
- d) Competitors should have competed in at least 3 events sanctioned by any National or International Motorsport Body. Any entries where drivers have not completed such a minimum will be entirely at the discretion of the Organiser.

## 6. COMPETITION LICENCES

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

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. Licences can be checked electronically prior to the event using MSA's platforms.

MSA Licences can be purchased via [www.msaonline.co.za](http://www.msaonline.co.za) – For any assistance regarding the licence system, please do not hesitate to contact [msa@motorsport.co.za](mailto:msa@motorsport.co.za) or [support@motorsport.co.za](mailto:support@motorsport.co.za)

### **Licence requirement:**

Invited drivers who hold a current, MSA Competition Licence valid for Circuit Cars, Rally, Off Road Cars and to international drivers in compliance with the below.

In order to facilitate the participation of foreign competitors in local MSA-sanctioned car events, MSA has arranged with its insurers to provide personal accident insurance cover to these competitors in order to ensure their admission to local private health care facilities in the unfortunate event of injury. *Please note that this arrangement is not applicable to motorcycle events, where different requirements apply.*

The limits of insurance cover as per this arrangement are as follows:

R150 000 in respect of Medical Expenses

R400 000 i.r.o Disability

R120 000 i.r.o Death

**NB: No Repatriation cover is offered or provided**

**The cover is mandatory for all foreign competitors taking part in MSA-sanctioned car events.**

Apart from the cover offered by MSA and mentioned above, each affected foreign competitor is welcome (and indeed encouraged) to arrange their own higher limits of cover through a third party insurer. They are also encouraged to consider arranging repatriation cover for themselves to enable them to be returned to their home countries if injured. Should you have any foreign competitor intending to participate in South Africa, please contact Rashaad Monteiro at MSA head office – 011 675 2220 / [rashaad@motorsport.co.za](mailto:rashaad@motorsport.co.za) – to make the necessary arrangements with regard to insurance cover for them. **Please note that the above only deals with insurance cover and does not affect anything to do with the other requirements surrounding the participation of foreigners, such as licensing and starting permissions.**

## 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 shall also display the advertising, if any, as stipulated by the Organiser 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.

9.3 Release of Media and Intellectual Property Rights

Any and all TOP OF THE HILL events shall not be recorded or photographed for **commercial** purposes without the express written consent of Zwartkops Raceway Pty Ltd. All media (including images, photos, video footage, drawings and audio recordings) and intellectual property Rights related to or associated with TOP OF THE HILL events (collectively, "Media"), including the TOP OF THE HILL race ("TOH"), belongs to Zwartkops Raceway Pty Ltd, and is wholly reserved in perpetuity to ZWARTKOPS RACEWAY PTY LTD and its licensees.

All Media from, or related to, ZWARTKOPS RACEWAY PTY LTD events, including but not limited to photos and footage, are part of the ZWARTKOPS RACEWAY PTY LTD's intellectual property and can be used by ZWARTKOPS RACEWAY PTY LTD and/or its licensees for promotional purposes or any other purposes. All Media belongs to ZWARTKOPS RACEWAY PTY LTD and is for ZWARTKOPS RACEWAY PTY LTD's exclusive (except as agreed to by ZWARTKOPS RACEWAY PTY LTD), perpetual, and worldwide usage.

Any unauthorized **commercial** use or **sale** of Media including, but not limited to, reproduction, retransmission, or the making of or inclusion of Media into a broadcast, internet, web, motion picture, DVD or tape program, or any other form of distribution, without the prior express written consent of ZWARTKOPS RACEWAY PTY LTD, is strictly prohibited. The licensing or sub-licensing of creative content from ZWARTKOPS RACEWAY PTY LTD events shall be strictly forbidden without the prior express written consent of ZWARTKOPS RACEWAY PTY LTD.

ZWARTKOPS RACEWAY PTY LTD and TOP OF THE HILL trademarked event name and logo, any and all ZWARTKOPS RACEWAY PTY LTD and TOP OF THE HILL photos, the TOP OF THE HILL course map and any other promotional material are the property of ZWARTKOPS RACEWAY PTY LTD and may not be utilized in any form for product sales without express written permission from ZWARTKOPS RACEWAY PTY LTD as per clause 9.5 below. Payment of an appropriate licensing fee is required. Such fee can be waived at ZWARTKOPS RACEWAY PTY LTD's discretion.

As an Entrant, footage is to be used only for personal purposes and must not be used for any other purpose, commercial or otherwise without express written permission from ZWARTKOPS RACEWAY PTY LTD. ZWARTKOPS RACEWAY PTY LTD owns the rights and licensing for all footage from the TOP OF THE HILL race including, but not limited to, any and/or all practice days, race days. All photos and footage are part of ZWARTKOPS RACEWAY PTY LTD's intellectual property and can be used by ZWARTKOPS RACEWAY PTY LTD for promotional purposes, sale and/or distribution. All such media is for ZWARTKOPS RACEWAY PTY LTD's non-exclusive, perpetual and worldwide usage.

If competitors would like a list of broadcast partners that the video could be distributed to (outside of ZWARTKOPS RACEWAY PTY LTD's internal use), please contact ZWARTKOPS RACEWAY PTY LTD directly.

#### 9.4 Notice of Filming and Photography

When you enter a ZWARTKOPS RACEWAY PTY LTD and or TOP OF THE HILL event or program, you enter an area where photography, audio and video recording may occur. By entering the event or program premises, you consent to interview(s), photography, audio recording, and/or video recording (collectively, "Materials") of yourself, your team, sponsors and any guests, and its/their release, publication, exhibition, reproduction, licensing, alteration, adaption, exploitation, or other use, in any format or medium now existing or hereafter created, and for any purpose, including but not limited to, web casts, promotional purposes, telecasts, advertising, publicity, and public relations by ZWARTKOPS RACEWAY PTY LTD and its affiliates, representatives, sponsors, and licensees (collectively, "Affiliates"). You release ZWARTKOPS RACEWAY PTY LTD and its Affiliates, their officers, employees, and agents, and each and all persons involved, from any liability connected with ZWARTKOPS RACEWAY PTY LTD's or its Affiliates' exercise of the rights contained in this Notice, including, without limitation, liability for any violation of the right to publicity, for defamation, invasion of privacy, or emotional distress.

By entering the event or event premises, you waive all rights you may have to any claims for payment or royalties in connection with any use of these Materials, regardless of the purpose or sponsoring of such use, exhibition, stream, broadcast, web cast, or other publication irrespective of whether a fee for admission to the program or event is charged. You also waive any right to inspect or approve any interview, photo, image, video and/or audio recording of yourself, taken by ZWARTKOPS RACEWAY PTY LTD or the person or entity designated to do so by ZWARTKOPS RACEWAY PTY LTD.

In the event of an accident/incident on or off the course, anyone attending the Event, whether credentialed or non-credentialed, may continue to film/shoot photos only if the driver is able to get out of the vehicle and there are no known injuries to the competitor, or anyone else involved. If the competitor is trapped in the vehicle, is unconscious or has significant obvious injuries, all parties in the vicinity will immediately cease capturing images either by camera, cell phone, or any other recording device and will instruct others to do the same.

Any images or footage inadvertently captured by any race official, volunteer, sponsor, crew member or anyone else attending the Event will immediately be turned over to, and become the property of, ZWARTKOPS RACEWAY PTY LTD, their legal representatives, and/or law enforcement. ZWARTKOPS RACEWAY PTY LTD owns all media (including images, photos, video footage, and audio recordings) and intellectual property rights related to or associated with any crash/incident/or sensitive situation. ZWARTKOPS RACEWAY PTY LTD may deem any media captured as "restricted" and that media belongs to ZWARTKOPS RACEWAY PTY LTD and is for ZWARTKOPS RACEWAY PTY LTD's exclusive (except as agreed to by ZWARTKOPS RACEWAY PTY LTD), perpetual, worldwide usage. This includes any and all Media captured that ZWARTKOPS RACEWAY PTY LTD deems restricted.

You agree that you have been fully informed of your consent, waiver of liability, and release before entering the event. You also agree to inform all support crew, family, sponsors and other connected parties of the terms and conditions in this clause 9.

9.5 ZWARTKOPS RACEWAY PTY LTD) grants to the Entrant the revocable, limited, non-exclusive, non-assignable, non-transferable right to use ZWARTKOPS RACEWAY PTY LTD and TOP OF THE HILL trademarks, and all related trademarks, trade dress, slogans, logos, taglines, labels, other designs and production identification and other materials provided by ZWARTKOPS RACEWAY PTY LTD ("Trademarks") provided all such uses and the manner and nature of such use receives ZWARTKOPS RACEWAY PTY LTD's prior written approval.

This license is solely and strictly for participation in the Event by the Entrant and shall not be extended to any other purpose. Except for this limited license, no other rights are granted herein by ZWARTKOPS RACEWAY PTY LTD the Entrant. At all-times ZWARTKOPS RACEWAY PTY LTD shall remain the exclusive owner of the Trademark and its trademarks, trade dress slogan and logos. Entrant rights to use any of the Trademarks, shall immediately cease upon the completion of the Event or earlier termination of this right by ZWARTKOPS RACEWAY PTY LTD for any reason in its sole discretion. The Entrant acknowledges that the provisions of this right does not convey to the Entrant any proprietary or other right, title or ownership interests in the Trademark. The Entrant will not use or attempt to register the Trademarks. Any use of Trademarks by the Entrant shall inure to the benefit of ZWARTKOPS RACEWAY PTY LTD and the Entrant shall not utilize the Trademarks in any manner which would diminish its value or harm the reputation of the other party or the value associated with the Trademarks except as expressly stated herein. The Entrant will procure that no third party shall alter any of the Trademarks, without the prior written consent of ZWARTKOPS RACEWAY PTY LTD. For the avoidance of doubt, the consent of ZWARTKOPS RACEWAY PTY LTD required for the purposes of these rights may be given or withheld at the sole and absolute discretion of ZWARTKOPS RACEWAY PTY LTD and with such caveats and/or conditions as ZWARTKOPS RACEWAY PTY LTD, in its absolute discretion, deems appropriate for the protection of the Trademarks. All materials using any Trademarks shall be subjected to prior review and written approval by ZWARTKOPS RACEWAY PTY LTD. For the avoidance of doubt ZWARTKOPS RACEWAY PTY LTD shall not be responsible for the legality of the use of the Trademarks or any third-party rights or licenses and/or permission necessary to exhibit, publish, distribute and/or public performance by the Entrant and/or related materials produced by the Entrant.

## **10. DUTIES OF THE OFFICIALS**

Refer to GCR's Part VII.

## **11. OFFICIALS OF THE EVENT**

<b><u>ROLE</u></b>	<b><u>NAME &amp; SURNAME</u></b>	<b><u>GRADE</u></b>	<b><u>LICENCE NUMBER</u></b>
OVERALL CLERK OF THE COURSE	<i>Sparky Bright</i>	<b>A</b>	<b>1021</b>
ASSISTANT CLERK OF THE COURSE	<i>Jean-Louis Maraz</i>	<b>A</b>	<b>21786</b>
MSA STEWARD	<i>Andrew Shillinglaw</i>		<b>06559</b>
CLUB STEWARD	<i>Amanda Coetzee</i>		<b>15434</b>
SAFETY OFFICER	<i>Norman Shivambe</i>		
ENVIRONMENTAL STEWARD	<i>Amanda Coetzee</i>		<b>15434</b>
EVENT SECRETARY	<i>Tanya Human</i>		<b>28143</b>
EVENT SECRETARY	<i>Zelda Verster</i>		<b>26465</b>
TIME KEEPING SERVICE PROVIDER	<i>MOTO Timing</i>		
CHIEF TIMEKEEPER	<i>Morne Venter</i>		
STARTER	<i>Hennie de Beer</i>	<b>B</b>	<b>13663</b>
ASSISTANT STARTER	<i>Elaine Pretorius</i>		
CHIEF MARSHAL	<i>Stephen Kotze</i>	<b>C</b>	<b>4765</b>
TECHNICAL CONSULTANT	<i>Daniel Bright</i>	<b>A</b>	<b>6854</b>
ASSITANT TECHNICAL CONSULTANT	<i>TBA</i>		
SCRUTINEER	<i>Ralph Kernes</i>		<b>01902</b>
COMPETITOR LIAISON OFFICER	<i>Daniel Bright</i>		<b>6854</b>
MEDICAL SERVICE PROVIDER	<i>Med-Assist</i>		
RACE CONTROL	<i>Ivenette Visage</i>		

## **12. CLASSES**

**i) To be read in conjunction with Class Information point 13. below**

ii) Classes are based on formulas that have proved to be an overall success in previous Hillclimb 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.

- iii) If less than 3 entries per class are received the Organiser reserves the right to cancel the class.
- iv) If the Organiser 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 Organiser reserves the right to move the car into another class for the duration of the event.

**CLASSIC CAR FRIDAY**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
H1	<i>Invitational</i>	<i>Pre-war cars</i>
H2	<i>Invitational</i>	<i>Road Cars up to 1970</i>
H3	<i>Invitational</i>	<i>Road cars 4-cylinder up to 1987</i>
H4	<i>Invitational</i>	<i>Road cars Rotary, 5-cylinder &amp; above up to 1987</i>
H5	<i>Invitational</i>	<i>Racing saloon cars 4-cylinder up to 1974</i>
H6	<i>Invitational</i>	<i>Racing saloon cars Rotary, 6-cylinder &amp; above up to 1974</i>
H7	<i>Invitational</i>	<i>Racing saloon cars, 4-cylinder up to 1995</i>
H8	<i>Invitational</i>	<i>Racing saloon cars, Rotary, 6-cylinder &amp; above up to 1995</i>
H9	<i>Invitational</i>	<i>Single seater, Sports &amp; GT up to 1980</i>

**TOP OF THE HILL – Standard Production, road-going Saloon Cars & Supercars**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
A1	<i>Invitational</i>	<i>Standard production, road going saloon cars: 4-cylinder – TC or SC, F or RWD,</i>
A2	<i>Invitational</i>	<i>Standard production, road going saloon cars: 4-cylinder – TC or SC, 4WD</i>
A3	<i>Invitational</i>	<i>Standard production, road going saloon cars: 5, 6-cylinder &amp; rotary – TC or SC, 2WD</i>
A4	<i>Invitational</i>	<i>Standard production, road going saloon cars: 5, 6-cylinder &amp; rotary – TC or SC, 4WD.</i>
A5	<i>Invitational</i>	<i>Standard production, road going <u>saloon</u> cars: 5, 6-cylinder &amp; rotary – Naturally aspirated.</i>
A6	<i>Invitational</i>	<i>Standard production, road going saloon cars: 8-cylinder &amp; above – Naturally aspirated.</i>
A7	<i>Invitational</i>	<i>Standard production, road going saloon cars: 8-cylinder &amp; above – TC or SC. 2 or 4 door</i>
A8	<i>Invitational</i>	<i>Standard production, road going saloon cars: Hybrid, electric, or hydrogen powered.</i>

*TC = Turbo Charged SC = Supercharged*

**TOP OF THE HILL – Modified Saloon Cars**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
B1	<i>Invitational</i>	<i>Racing cars: 4-cylinder – Naturally aspirated</i>
B2	<i>Invitational</i>	<i>Racing cars: 4-cylinder – 2WD – Unlimited</i>
B3	<i>Invitational</i>	<i>Racing cars: 4-cylinder – 4WD – Unlimited</i>
B4	<i>Invitational</i>	<i>Racing cars: 5-cylinder &amp; above 2WD – Unlimited</i>
B5	<i>Invitational</i>	<i>Racing cars: 5-cylinder &amp; above 4WD – Unlimited</i>
B6	<i>Invitational</i>	<i>Racing cars: 6-cylinder &amp; rotary – Naturally Aspirated</i>
B7	<i>Invitational</i>	<i>Racing cars: 8-cylinder &amp; above – Naturally Aspirated</i>
B8	<i>Invitational</i>	<i>Alternative Energy – Hybrid, electric, hydrogen - Unlimited</i>
B9	<i>Invitational</i>	<i>SUV, SAV &amp; Bakkies - Unlimited</i>
<b>B10</b>	<b><i>Invitational</i></b>	<b><i>Modified Street Car Division – Modified (road registered) production based cars, 2WD &amp; 4WD</i></b>

**TOP OF THE HILL – Single Seaters, Sports Cars, & Sports Prototypes**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
C1	<i>Invitational</i>	<i>Single seater racing cars: 4-cylinder – Unlimited</i>

<i>C2</i>	<i>Invitational</i>	<i>Single seater racing cars: 4-cylinder – Naturally Aspirated</i>
<i>C3</i>	<i>Invitational</i>	<i>Single seater racing cars: 5-cylinder &amp; above – Unlimited</i>
<i>C4</i>	<i>Invitational</i>	<i>Sports Cars, Sports prototypes: 4-cylinder – Naturally Aspirated</i>
<i>C5</i>	<i>Invitational</i>	<i>Sports Cars, Sports prototypes: 4-cylinder – Unlimited</i>
<i>C6</i>	<i>Invitational</i>	<i>Sports Cars, Sports prototypes: 5-cylinder &amp; above – Unlimited</i>

### **13. CLASS INFORMATION**

#### **A) CLASSIC CAR FRIDAY:- ALL H Classes**

- i) All vehicles must adhere to the spirit of Classic Car Friday which aims to honour 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). NO launch control and/or traction control systems are permissible. Access to Data Loggers, ECU's, Dash loggers must be made available to officials on request for the duration of the event. The Organisers reserve the right to appoint independent experts to analyse loggers and/or data.
- ii) No ground effect or diffuser devices are permissible excepting what is period correct.
- iii) All forms of sequential gearboxes (irrespective of model year) are disallowed.
- iv) 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.
- v) 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).
- vi) Tyre warmers and racing tyres (slick or semi-slick) are permitted in classes H5, H6, H7 H8 & H9 only. Refer to point 29d).
- vii) Nitrous Oxide Systems (NOS) are strictly forbidden for **ALL** classes.

#### **B) TOP OF THE HILL – STANDARD, ROAD GOING SALOON CARS & SUPERCARS:- ALL A Classes**

- i) All 'A' category classes are specifically aimed at unaltered, standard production, road legal saloon type vehicles which are produced by a recognized manufacturer and are sold via their respective dealer networks. In this instance a Saloon car is defined as a car having bodywork with an enclosed boot separated from the part in which the driver and passenger sit. For avoidance of doubt this includes four door sedans, two door coupes, two or four door convertibles and hatchback style cars. It specifically excludes specialist spaceframe/monocoque/recreation road legal cars. New cars or cars with model year changes yet to be launched will be accepted at the organizer's discretion provided that the intended published introduction date falls within the current year. Cars must comply with their original specification and in interpretation of these Road Going Car regulations "what is not specifically permitted is disallowed" Refer to GCR 226
- ii) Limited production variants with OEM approval may be considered for acceptance subject to the following:
  - A bona fide, widely published, detailed specification brochure (clearly indicating the changes and additions from standard specification) is to be submitted in pdf format via email to [admin@zwardkops.co.za](mailto:admin@zwardkops.co.za) at time of online registration. The brochure or accompanying documentation **must** contain proof of OEM's continued warranty cover.
  - The car is currently released and is available for order and purchase via the respective manufacturer's global dealer network.
- iii) The body shape must represent the standard silhouette. No aerodynamic modifications or aids are allowed other than those fitted to the car as original equipment or as reflects in the brochure in the case of ii). The vehicle interior must be as per the original model including seats (except driver's seat which may be as per iv) door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages. The driver's seat bracket may be altered, and the driver's seat exchanged for a racing seat.
- iv) It is recommended that Road Going Cars be fitted with a driver's seat with integral roll cage or equipped with a roll cage to MSA specification and FIA approved driver harness and seat. The Technical Consultants decision will be final in terms of safety to allow the car to run.

**Exemption will only be granted to competitors on completion of an approved indemnity.**

- v) Only standard road tyre and wheel combinations are permitted for use in the A classes. The tyre type and dimensions must be in line with the manufacturer's original equipment specification for the model concerned as reflects in the owner's handbook, specification brochure or tyre information decal affixed to the car.

Wheel dimensions are defined by their diameter, width of rim and offset. **The Tyre Rule and Instructions as per point 29 of these regulations will be strictly enforced and adhered to.**

- vi) Further to i), **only freely available 95 octane fuel will be allowed.**

To ensure compliance, the fuel to be utilised will be purchased by the competitor from a specified pump at a local fuel

station near Zwartkops Raceway. The designated fuel station and time that fuel can be purchased will be communicated by means of a bulletin after publication of the final entry list.

**The Organisers may draw a 5-litre sample of fuel for reference and control purposes from the same pump during the fuel purchase period. Random checks may be performed by the Organiser by means of decanting fuel from a suitable point in the vehicle fuel feed system.**

**Competitors are to ensure that they have the correct tools and equipment to be able draw fuel from their vehicle upon request of the officials. The onus is on the competitor to ensure that the control fuel is not contaminated in the car or storage drum by any means.**

The organizers have the right to undertake fuel testing:

- If the fuel is found to be incorrect during any of the Qualifying runs the time will be disallowed.
- Fuel found to be incorrect during the Finals will result in exclusion.

vii) Engine intake air filters - a direct replacement aftermarket or K&N type element may be fitted but may not be omitted.

viii) **NO external means of cooling the engine assembly and intake system (portable fans, dry ice etc.) will be permitted.**

Nitrous Oxide Systems (NOS) or systems for injection or induction of any other substances into the engine and inlet system are strictly forbidden for **ALL** A classes.

- x) The event technical consultant/Organiser in conjunction with the Clerk of the Course reserves the right to check vehicles competing in their respective "A " classes for eligibility PRIOR to the event, whereby the Scrutineer / Technical consultant may seal various items at his discretion for further post event inspection. Competitors will be informed of the need to present their vehicles for this requirement via the WhatsApp Official Notice Board.
- xi) Thereafter, such inspections will be carried out at the event, competitors will be informed of the venue by means of a bulletin after publication of the final entry list. Competitors are required to provide the necessary manpower and tools to remove components as requested.
- xii) To pre-empt cars not complying with 13B and to avoid post event protests, the Organiser will, via the WhatsApp Official Notice Board, specify a 30 min period to be scheduled before the first qualifying run on Saturday 5 October 2024. During this time, competitors with bona fide concerns regarding the compliance and legality of specific car/s are encouraged to raise such concerns directly with the Clerk of the Course in writing for consideration by the event's technical consultants.

**In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven. Refer GCR 176.**

Based on the outcome, the Organiser reserves the right to move the car to an appropriate B class in line with point 13.iv) with the provision that the car is compliant with the technical and safety regulations of that class.

### C) TOP OF THE HILL – MODIFIED SALOON CARS: – ALL B Classes

CLASSES B1 to B9 are open to Saloon type cars, EV's SUV's and UV's (Bakkies) Internal Combustion, Hybrid or Hydrogen powered with UNLIMITED modifications including the use of Nitrous Oxide System (NOS) / Water Meth's, etc.

The only exception being the respective naturally aspirated engine classes whereby injection or induction of **any** substances into the engine and inlet system is disallowed.

#### CLASS B10, Modified Street Car Division

- i) Class B10 is specifically aimed at hard-top saloon-type (see point B i) road going, tuner modified and specialised production based two and four-wheel drive vehicles. Cars are to have current NaTIS registration with current licence disk attached to windscreen with matching VIN#. Refer to GCR 254 & SSR 12.
- ii) Cars are to maintain their OEM configuration with regard to engine type and aspiration, number of cylinders, number of drive wheels and drive wheel location. All body dimensions are to remain unaltered as originally manufactured. Tyre size / wheel combinations are free provided that all wheel assemblies remain within the limits of the standard, unaltered wheel arches.
- iii) **Tyres are free but limited to the use of open tread, semi slick, type competition tyres only. Full slick-type competition tyres are not permissible. Tyre warmers are disallowed (see Tyre Rule and Instruction point 29d)**
- iv) All interior trim: passenger seats, hood lining, dashboard, door trims and carpeting must be retained to OEM specification. All body glass to remain unaltered to original specification.  
  
It is recommended that cars be fitted with a driver's seat with integral roll cage or equipped with a rollover structure to MSA specification and FIA approved driver harness and seat. Refer to GCR 239.C.&D. The Technical Consultants decision will be final in terms of safety to allow the car to compete. **Exemption will only be granted to competitors on completion of an approved indemnity.**
- vi) Minor aerodynamic aids (limited to alternative front spoiler, side skirts and rear spoiler only) are allowed provided that they remain within the extremities of the standard body in line with C) ii) above. Any type of wing or diffuser is disallowed except where supplied as standard specification and sold as such by the OEM.
- vii) **Use of Nitrous Oxide System (NOS) / Water Meth's or injection or induction of any other substance into the engine or inlet system is NOT permissible.**
- viii) Cars are to be equipped with towing eyes front and rear. Refer to SSR 2.10.iii)

### D) TOP OF THE HILL – SINGLE SEATER, SPORTS CAR, and SPORTS PROTOTYPES:- ALL C Classes

The respective C Classes are open to single seater, specialist spaceframe/monocoque/recreation sports cars, and sports prototypes with UNLIMITED modification including the use of Nitrous Oxide System (NOS) / Water Meth's, etc.

The only exception being the respective naturally aspirated engine classes whereby injection or induction of any substances into the engine and inlet system is disallowed.

## 14. 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 registration immediately and close on 15<sup>th</sup> August 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 complete the Request for Invitation form. 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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**Registrations received for more than one car in one event (CCF or TOH) will result in rejection of car(s) as selected by the Organiser.**

Accepted drivers will be invited by means of a formal email by no later than **22<sup>nd</sup> August 2024.**

Unsuccessful applications /registrations will be informed by email by no later than **22<sup>nd</sup> August 2024.**

**PLEASE NOTE: Request for invitations are 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 event is significantly over-subscribed each year resulting in a number of hopeful competitors being disappointed.

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 competitor a former overall winner of one of the event categories (not class)?
- 5) Is the car special in any way?
- 6) Will it have spectator appeal?
- 7) Has the driver and / or car on the application remained the same for a number of years?

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

We do not give previous Hillclimb 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)

<b>Entry fee:</b>	<ul style="list-style-type: none"><li>• <b><i>Classic Car Friday: All classes, incl. Manufacturer Entries – R4200</i></b></li><li>• <b><i>Top of the Hill Shootout: All classes, incl. Manufacturer Entries – R8400</i></b></li></ul>
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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 Zwartkops Office. Also see point 28.

Classic Car Friday competitors and support crew will be allowed general and pit entry to the main event on Saturday and Sunday with their competitor passes.

Top of the Hill competitors and support crew will be allowed general and pit entry to the main event on Friday with their competitor passes.

**Late Request for Invitations** received after **15<sup>th</sup> August 2024** may be accepted at the discretion of the Organiser 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 an email confirming their invitation and will be required to make full payment to Zwartkops Raceway 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 **84** entries will be accepted for the **Top of the Hill Shootout** and **65** entries for **Classic Car Friday**. These entry numbers may be adjusted at the discretion of the Organiser.

One 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

# TOP OF THE HILL 2024 - Competitor registration & selection timeline

2024			
Jun	July	Aug	15-22 August
Request for invitation, registration window		Competitor selection window	
		Accepted drivers informed by 22 <sup>nd</sup> August 2024	
		Unsuccessful registrations informed by 22 <sup>nd</sup> August 2024	
		Late entries at discretion of organisers >>	
			Publication of Final Entry List >>
			Event: 3 <sup>rd</sup> -6 <sup>th</sup> October 2024
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.			
<b>Cancellations:</b>			
Should a competitor be forced to cancel his / her entry the following will apply:			
<ul style="list-style-type: none"> <li>• Cancellation from date regs have been published to 23<sup>rd</sup> August 2024: 50% of entry fee will be forfeited.</li> <li>• Cancellation after 23<sup>rd</sup> August 2024: 100% of entry fee will be forfeited.</li> </ul>			
If an accepted competitor or vehicle cannot compete for any reason after this date <b>the entry will not be transferable to a future event</b> and the entry fee will be forfeited accordingly.			
<b>Acceptance of Rules:</b>			
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 shared on the Event WhatsApp Group for all Competitors to see.			
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.			

## 15. EVENT FORMAT

### A) CLASSIC CAR FRIDAY

Class H1 will be scored on a handicap system to determine the finishing order in accordance with the following rule:

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 a handicap time percentage basis to determine first, second and third place.

**The fastest three competitors** from classes H2 to H9, as determined by the fastest times from the qualifying runs, will go through to the respective class finals.

In the case where one or more of the top three class finalists are, for any reason, not able to continue competition the next fastest competitor will be selected to compete.

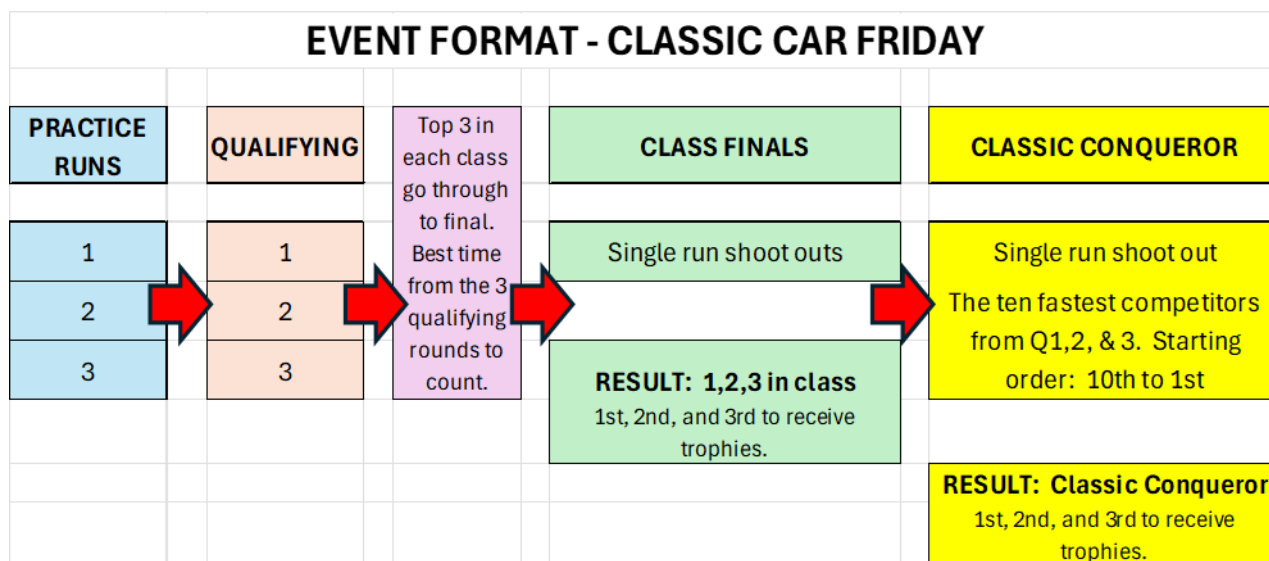
The class finals will be a single run shoot-out to determine first, second and third place.

Thereafter, **the ten fastest competitors, as determined from the qualifying runs** will go through to a further single run shoot-out (starting order: 10<sup>th</sup> to 1<sup>st</sup>) to contest and determine the **CLASSIC CONQUEROR**. Should a competitor not be able to contest the shoot-out their place will **not** be filled by the next fastest competitor. If a competitor officially withdraws (see point 24) from the event, all times set in qualifying will be discarded for the purposes of the top ten shoot-out.

Upon completing their runs, competitors will be required to return to their allocated pits via the access road (after finish line) as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the track. **Competitors failing to obey the rules of the track 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.

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.



### **B) TOP OF THE HILL - SATURDAY AND SUNDAY:**

The respective Road Saloon Car & Super Car, Modified Saloon Production Car and Single Seater & Sports Car competitions are equal in importance and stature and will be administered and promoted as such.

There will be four open practice runs on Saturday for all classes followed by the first three qualifying runs.

Sunday will commence with a warm-up run followed by a further three qualifying runs for all competitors.

The fastest three competitors from each class, as determined by the fastest times from the qualifying runs, will go through to the respective **class finals in the form of single run shoot-outs to determine 1, 2 & 3 in each class.** In the case where one or more of the top three class finalists are, for any reason, not able to continue competition the next fastest competitor will be selected to compete.

Thereafter, the ten fastest competitors in each of the categories A, B and C, **as determined by the fastest times from the qualifying runs**, will go through to a further single run shoot-out (starting order: 10<sup>th</sup> to 1<sup>st</sup>) to contest and determine the **TOH-winner** in each category as detailed below. Should a competitor not be able to contest the shoot-out their place will not be filled the next fastest competitor. If a competitor officially withdraws (see point 24) from the event, all times set in qualifying will be discarded for the purposes of the top ten shoot-out.

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 track. **Competitors failing to obey the rules of the track 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.

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.

SATURDAY		EVENT FORMAT - TOP OF THE HILL				SUNDAY			
PRACTICE RUNS		WARM-UP	<div style="border: 1px solid black; padding: 5px;">                     Top 3 in each class go through to final. Best time from all 6 qualifying rounds to count.                 </div>	CLASS FINALS	Road Car, Supercar Shootout	Modified Production Car Shootout	Single Seater & Sports Car Shootout		
1		1		Single run shoot outs	Single run shoot outs	Single run shoot outs	Single run shoot outs		
2									
3		QUALIFYING		<div style="border: 1px solid black; padding: 5px;"> <b>RESULT: 1,2,3 in class</b>                      1st, 2nd, and 3rd to receive trophies.                 </div>	<div style="border: 1px solid black; padding: 5px;">                     The 10 fastest cars from all <b>A</b> classes, qualifying round 1 to 6. Starting order: 10th to 1st.                 </div>	<div style="border: 1px solid black; padding: 5px;">                     The 10 fastest cars from all <b>B</b> classes, qualifying round 1 to 6. Starting order: 10th to 1st.                 </div>	<div style="border: 1px solid black; padding: 5px;">                     The 10 fastest cars from all <b>C</b> classes, qualifying round 1 to 6. Starting order: 10th to 1st.                 </div>		
4		4			<div style="border: 1px solid black; padding: 5px;"> <b>RESULT: TOP OF THE HILL WINNER</b>                      1st, 2nd, and 3rd to receive trophies.                 </div>	<div style="border: 1px solid black; padding: 5px;"> <b>RESULT: TOP OF THE HILL WINNER</b>                      1st, 2nd, and 3rd to receive trophies.                 </div>	<div style="border: 1px solid black; padding: 5px;"> <b>RESULT: TOP OF THE HILL WINNER</b>                      1st, 2nd, and 3rd to receive trophies.                 </div>		
	QUALIFYING	5							
	1	6							
	2								
	3								

#### TIEBREAKER RULES:

Class Finals:

In the event of a **tie for any position** in the Class Finals the competitor with the **fastest qualifying time will be awarded the place.** Should there still be a tie, the second fastest time will count.

Classic Conqueror and Top of the Hill Shootout, Top 10 Qualifying:

In the event of a **tie for the final (tenth) qualifying slot** in the **Classic Conqueror** or **Top of the Hill Shootout** the competitor with the second fastest qualifying time will be awarded the place. Should there still be a tie, the third fastest time will count.

Classic Conqueror and Top of the Hill Shootout:

In the event of a **tie for any position from second to tenth place** in the Classic Conqueror or Top of the Hill Shootout the **competitor with the fastest qualifying time** will be awarded the place. Should there still be a tie, the second fastest time will count.

In the event of competitors posting **identical times for first position** a **one-run shoot-out** will be held to decide the outcome between these two competitors.

## 16. COMPETITION NUMBERS

Refer to GCR 246 (iii), 249 and SSR4.

COMPETITORS ARE TO PROVIDE A SUITABLE DRIVER NAME DECAL AFFIXED TO THE RIGHT-HAND REAR QUARTER WINDOW OR, IN THE CASE OF CLASS C COMPETITORS, ON THE COCKPIT SIDE OR ENGINE COVER. PROVISION AND CORRECTNESS WILL BE CHECKED AT SCRUTINEERING AS PART OF POINT 21

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 Zwartkops Office.

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.

For commentator clarity, a small competition number will be provided by the Organiser for placement on the windscreen or front panel of class C cars.

Class C cars are to have number panels affixed 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.

## **17. COMPETITOR CONDUCT**

Refer to Standing Supplementary Regulations as shown below:

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

### **COMPETITORS MAY NOT TAKE PART IN PRACTICE OR ANY RUN ON THE COURSE PRIOR TO THE OFFICIAL START OF THE EVENT.**

Any competitor consistently using the verges will be guilty of unsafe driving (refer SSR's 17, 50 and 51) and will be penalised accordingly in terms of GCR 157. Judges of Fact / Observers may be appointed in terms of GCR 161, their names will be listed either in the Final Instructions or by a bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour and / or poor driving standards.

#### **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 Hillclimb event has been built on a relaxed atmosphere and environment which allows all parties involved to enjoy themselves. While we acknowledge that the Hillclimb 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.**

**For the duration of the event, any competitor reported speeding or committing any sort of misconduct or illegal driving on track or public roads (thereby bringing the event and Motorsport into disrepute) will be fined and / or excluded. This includes driving at illegal speeds on the official track section at any time and in any car other than during official practice, qualifying and race sessions as indicated on the official event schedule. Competitors are to adhere to the Zwartkops Raceway speed limits at all times.**

## **18. 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 at the track.**

## **19. OFFICIAL NOTICE BOARD**

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

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

Notifications will be done via WhatsApp group on the day at this link:

<https://chat.whatsapp.com/CMoIlCQWn508V27K82vcXx>

## **20. DOCUMENTATION**

Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event Organiser's/promoters together with their entry form.

Competitors can download copies of their competition licences from the [msaonline.co.za](http://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.

## **21. SCRUTINEERING**

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

Self-declaration of vehicle safety and eligibility shall apply.

**Self-declaration scrutineering form will form part of the registration process and must be completed in full.**

Pre-event and Post-event Scrutineering checks may be carried out, if the Clerk of the Course or Stewards deem same to be necessary.

## **VEHICLE IMPOUNDING:**

The Organiser reserves the right to impound and examine any vehicle at its discretion for the duration of the event. Competitors will be responsible to provide the necessary tools and manpower accordingly.

## **22. 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 from flame-retardant material.

## **23. DRIVERS BRIEFING**

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

Drivers briefing will be held as per event schedule.

## **24. 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, descending order unless otherwise instructed by an official or pit marshal.
- 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.
- Cars will start at approximately 20 second intervals. 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.** Refer to GCR 121.viii) 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.

- In the representation of the event, interest of spectators, media and the continuance and content of TV coverage and live streaming, all competitors are requested to compete in all scheduled competition runs from the first qualifying run onwards.
- In the case whereby a competitor (for any reason, mechanical or otherwise) can no longer compete in the event, **FOR THE PURPOSE OF SCORING**, the Clerk of the Course and Timekeeper must be notified by means of a completed withdrawal form that can be obtained from the Race Secretary.

## 25. 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.

## 26. COMPETITION RUNS

- 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 road. Under no circumstance is the car to be driven further. (refer to SSR 50 (iii), (iv) and (v)).
- Competitors will be penalised for contact and dislodgement of corner apex markers during all practice and qualifying runs. 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.
- Under no circumstance will the Track Marshalls be available for assistance other than to coordinate the return run to the pit complex.
- 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.**

## 27. REFUELLING

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

Refer to SSR's 67 – 68 with regard to the fuel permitted.

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.

**THERE WILL BE NO FUEL AVAILABLE AT THE VENUE.**

### FUEL HANDLING:

- 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.**
- 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. **A maximum of 40 litres of fuel may be placed outside and to the rear of the pits (2 metres away from the electrical supply) during the actual running of the event only, after which ALL fuel containers must be returned for safe storage.**
- 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 to the pit complex without prior permission of the Clerk of the Course.**
- 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.**

## 28. PIT AREA & SUPPORT LOGISTICS

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.

The Organiser reserves the right to supply pit lane gazebos. In such instance competitors will not be allowed to erect their own gazebos in the pit lane. The Organiser also reserves the right to restrict branded competitor / team gazebos and to allocate the area where individual competitor / team Gazebos are to be placed.

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

Full electric (EV) cars must supply own charging device. **Electricity supply will be provided to the Pit Complex.**

**COMPETITORS MUST USE THEIR OWN GENERATOR FOR TYRE WARMERS. NO TYRE WARMERS MAY BE PLUGGED INTO THE VENUES POWER SUPPLY.**

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

- Entrants in Classic Car Friday are reminded that they may only access their allocated pits from 14h30 onwards on Thursday 3 October 2024. Classic Car competitors must vacate their pit as soon as possible after the event on Friday afternoon but by no later than 16h30.
- Entrants in the Top of the Hill section of the event are reminded that they may only access their allocated pits from 17h30 onwards on Friday 4 October 2024 due to the Classic Car Friday event finishing at 16h00. Marshals will be on hand to coordinate movements, **nevertheless, maximum co-operation will be required and expected.**
- 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.

At the end of the event on Friday and Sunday afternoons the pit lane must be kept clear until the emergency vehicles have left the area. Thereafter, trailers and tow vehicles are given priority to load race vehicles and vacate the pit lane therefore **no transporters are allowed into the pit lane** until trailers and tow vehicles have cleared the area.

**Competitors are urged to respect the above in order to minimise the inconvenience for everyone.**

Parking of competition and support vehicles directly behind the pit complex is strictly prohibited. This area is to be kept clear for use as an emergency lane in terms of the disaster management plan. Competitors found parking in this area will lose all race times posted for the duration that their vehicles are parked in this restricted area.

Limited parking arrangements:

The entry system will request the mode of race car transport you will utilize. From the information provided the organizer will arrange parking as follows:

- Competitors requiring race transporter (truck or articulated trailer) access and parking in the transporter parking area are to notify the Organiser via the entry system. Parking for such vehicles is limited and will be allocated on a first-come-first served and size of vehicle basis. Interlinks and transporters will be required to park in an allocated transporter parking area. **No hospitality facilities will be allowed within the transporter parking area.**
- Competitors transporting race cars via car transporters that require parking will be accommodated at the designated transporter parking area. Parking for such vehicles is limited and will be allocated on a first-come-first served basis. No arrangements are to be made with any other party to park in this area.
- Competitors requiring race support vehicles access and parking behind the pits are to notify the Organiser via the entry system. Parking for such vehicles is limited and will be allocated on a first-come-first served and size of vehicle basis. Confirmed vehicles will receive a parking pass valid for either Classic Car Friday or Top of the Hill. These will be issued with the competitor race packs at Zwartkops Raceway. This pass must be affixed to the inside of the vehicle windscreen. Failure to do so will result in the vehicle being towed away.

Due to the very limited space and public safety requirements, no team motorcycles or scooters will be allowed in the pit lane or in front of the pit area.

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

## **29 TYRE RULE AND INSTRUCTION**

- Racing tyres, slicks or semi-slick are permitted for use in classes B, C (TOH) & classes H5, H6, H7, H8 & H9 (CCF) only.
- All A class, H2, H3 and H4 cars are to be equipped with either DOT, ECE (regulation 30), TICI or CCC homologated and approved commercially available, street legal tyres with their applicable ("E" or "DOT" etc.) sidewall markings.
- Proof of Homologation must be provided to the Organizers prior to the event for tyres that fall in ECE (regulation 30), TICI or CCC category.

Tyres must be treaded road-legal tyres with tread visible on the surface of the tyre. Remoulded or retread tyres are not permitted and no full slick tyres or Semi Slick tyres will be permitted. The visuals hereunder refer:

Full Treaded Tyre – PERMITTED



Semi-Slick Tyre - NOT allowed





d) Competitors competing in classes H2, H3 and H4. A1, A2, A3, A4, A5, A6, A7, and A8 are to select and nominate a minimum of 4 tyres for official marking **PRIOR to the start of the qualifying rounds**. For this purpose, a specific Technical Consultant / tyre control scrutineer will be on hand in the tented pit complex for official marking of tyres preceding the qualifying runs. The onus lies solely with the competitor to ensure that official marking of their nominated tyres is made prior to the qualifying rounds. **From qualifying round 1 onwards, all times posted made on tyres without the official markings will be discarded.**

Competitors needing further tyres are to approach the Technical Consultant and/or Scrutineer for the marking thereof.

e) **TYRE WARMERS, TYRE TREATMENT:**

Tyre warmers are allowed in classes B1-9, C & H5, H6, H7 & H8 only with the strict ruling that:

- Cars remain in their allocated pit and are not moved to another area to pre-heat the tyres.
- No car is to be left unattended for the duration of any period of warming.
- Cars are not in any way allowed to delay start proceedings.
- Cars out of position will miss their turn and forfeit a run.

**Cars competing in ALL A classes, B10 and H2, H3 & H4 may not utilize tyre warmers, tyre covers or any other means of heating the tyres or retaining the heat in the tyres. No pre-treatment of tyres to improve traction such as "Trackbite" or any other chemical compound is permitted at any time.**

### **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). Transponders not returned by this time are to be returned by not later than the Monday following the race meeting (by courier) to Moto Timing +27 71 307 8822
- 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, Classic Conqueror & TOH Shootouts 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 Car Friday and Top of the Hill competitors as follows:**

- **All Class finals:** P1 -Trophy; P2 -Trophy; P3 -Trophy
- **Classic Conqueror Shootout:** P1- Classic Conqueror Trophy; P2 – Trophy; P3 – Trophy
- **Road car, Supercar Shootout:** P1 - Top of the Hill; P2 – Trophy; P3 - Trophy
- **Single Seater, Sports Car Shootout:** P1 - Top of the Hill Trophy; P2 – Trophy; P3 -Trophy
- **Modified Saloon Car Shootout:** P1- Top of the Hill Trophy; P2 – Trophy; P3 -Trophy
- **TOH, Fastest time recorded from Qualifying runs, class finals or top 10 shootouts:** Fastest Time of Event Trophy

The winners are expected to make every effort to attend as trophies will be forfeited for non-attendance. Competitor's attention is drawn to GCR's 280 & 281.

### **34. ENTRY TO THE VENUE**

Entry to the event will be in line with any Government directive at the time of the event.

### **35. POSTPONEMENT, ABANDONMENT OR CANCELLATION**

The Organiser reserves 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/Organiser 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.

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

Force Majeure – Refer to GCR 62, 152, 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.

### **36. GENERAL**

Safety 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.

### **37. PROGRAMME OF EVENTS**

The detailed programme can be found below. This programme is provisional and may change. Should the organiser's 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.

## **Events Schedule - 2024**

*This schedule is provisional and subject to change - v1*

**Thursday 3 October 2024**

### **CLASSIC CAR FRIDAY**

Scrutineering @ Zwartkops Raceway

09h00 - 14h30

**Friday 4 October 2024**

### **CLASSIC CAR FRIDAY**

	<b>Start time</b>	<b>End time</b>
Practice 1	08h00	08h50
Practice 2	08h55	09h45
Practice 3	09h55	10h40
Qualifying round 1	10h50	11h35
Qualifying round 2	11h45	12h30
Qualifying round 3	12h40	13h25
Lunch	13h25	14h00
<i>Lunchtime Entertainment</i>		
Class Final	14h05	14h40
Classic Conqueror	14h55	15h05
Prize Giving	15h35	

### **TOP OF THE HILL SHOOTOUT**

Scrutineering @ Zwartkops Raceway

08h00 - 14h30

**Saturday 5 October 2024**

**TOP OF THE HILL SHOOTOUT**

	<b>Start time</b>	<b>End time</b>
Practice 1	09h05	09h45
Practice 2	10h05	10h45
Practice 3	11h05	11h45
Practice 4	12h05	12h45
Lunch	13h00	14h00
	<i>Lunchtime Entertainment</i>	
Qualifying round 1	14h05	14h45
Qualifying round 2	15h05	15h45
Qualifying round 3	16h05	16h45

**Sunday 6 October 2024**

**TOP OF THE HILL SHOOTOUT**

	<b>Start time</b>	<b>End time</b>
Morning warm-up	09h05	09h45
Qualifying round 4	10h05	10h45
Qualifying round 5	11h05	11h45
Qualifying round 6	12h05	12h45
Lunch	13h00	14h00
	<i>Lunchtime Entertainment</i>	
Class Final	14h05	14h50
Road & SuperCar Shootout	14h55	15h05
Modified Saloon Car Shootout	15h10	15h20
Single Seater & Sports Car Shootout	15h25	15h35
Prize giving	16h00	

