



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

**SUPPLEMENTARY REGULATIONS FOR:**

Tarlton Motorsport Club,  
SA National Drag Racing Championships Round 6  
Northern Regional Championships Round 6  
Sunday, 26 October 2014  
Rain Date: Sunday, 2 November 2014

**JURISDICTION**

Held under the International Sporting Code of the Federation Internationale L'Automobile (FIA), the International Code of the FIM, the MSA General Competition Rules and Standing Supplementary Regulations as far as they apply to Drag Racing, the Drag Racing Rules, Regulations and Specifications (D.R.R.&S) and these Supplementary Regulations and the Race Day Rules.

**1. PERMIT NUMBER:**

**MSA13541**

**2. TITLE AND STATUS**

The event will be known as the: "SA National Drag Racing Championship Round 6"

**3. PROMOTERS (Postal and/or Physical Address)**

SA Racing Promotions (Pty) Ltd, PO Box 1112, Krugersdorp, 1740  
Race Secretary: Biyanca Grobler (only available on race days)  
Event Organizer (On behalf of Mick v Rensburg): Ciska Becker (Office Hours only)  
Pre-entries with: Nico v Heerden / Ciska Becker  
Telephone No: (011) 762 5431/2/3/4/5  
Fax No: (011) 762 5474 / 086 664 8399  
Email: [info@tarltonrace.com](mailto:info@tarltonrace.com)

**4. ORGANISER:**

Nico van Heerden on behalf of Mick van Rensburg.

**5. VENUE:**

TARLTON International Raceway.

**6. ENTRIES & ENTRY FEE PER CLASS:**

MAX FIELD	ENTRY FEE	LATE ENTRY FEE	CLASS / CATEGORY
8	R 650	R 1300	TOP ELIMINATOR
16	R 550	R 1100	SENIOR ELIMINATOR
24	R 500	R 1000	SUPER COMPETITION ELIMINATOR
32	R 500	R 1000	COMPETITION ELIMINATOR
64	R 350	R 700	STREET ELIMINATOR (ST & MS)
24	R 350	R 700	SS-BIKES
24	R 350	R 700	SB-BIKES
16	R 350	R 700	QUAD BIKES
16	R 650	R 1300	PST BIKES
TOTAL - 232			

**7. MINIMUM / MAXIMUM ENTRIES**

Minimum / maximum entries in the first round of competition are as follows:

**Minimum:**

- Top Eliminator = 10 (6) / Senior Eliminator = 10 (6) / Super Competition Eliminator = 10 (6) / Competition Eliminator = 10 (6) / Street Eliminator – Super Street = 10 (6) / Street Eliminator – Modified Street = 10 (6) / SS Bikes = 10 (6) / SB Bikes = 10 (6) / PST = 10 (6) / Quads = 10 (6). Minimums in Brackets represent Regional status. If the minimum number of competitors is not met, entries will be accepted but no points will be awarded and no prizes or prize monies will be paid out. Competitors may take part as exhibition vehicles only if time permits.

**Maximum:**

- The maximum fields listed in these Supplementary Regulations are merely an indication of the amount acceptable per class however race control and the event program are based on the number of entries received by the closing entry date. The organizer reserves the right to accept or refuse late entries at their discretion and or to meet the racing program schedule.

**8. CLOSING DATE FOR ENTRIES: Thursday, 23 October 2014**

Entries will only be accepted if accompanied by a bank deposit slip or by cash payment with the entry form. Late entries will be accepted at the discretion of the Organizer and will be double the initial entry fee, provided the competitor can be catered for on the day.

BANKING DETAILS:	TARLTON MOTOR SPORT CLUB
BANK:	FIRST NATIONAL BANK
BRANCH:	KRUGERSDORP
BRANCH CODE:	250 241
ACCOUNT NO.:	5124 2077 795

**9. PROGRAM OF EVENTS**

The following is the proposed program of events for the day. This may change on the day due to weather conditions or other unforeseen circumstances, which are beyond control.

06h00	Gates open for the Competitors
07h00	Gates open for the Public
06h30-09h00	Scrutineering in the pits, Documentation in Entry offices (closes at 09h00)
08h00-09h30	Free practice
09h30-10h00	First Drivers Briefing at Fuel Store in pit area
10h00-13h30	First & Second Qualifying Rounds & Dial-ins (Fuel Store)
13h30-14h30	Lunch Break
14h30-14h45	Exhibition Runs – Jet Cars
14h45-18h00	Main Eliminations – All Categories
19h00	Prize Giving in Tarlton Motor Sport Club House

**10. OFFICIALS**

- CLERK OF THE COURSE: WALLY PAPPAS
  - MSA STEWARD: TONY GRIFO
  - CLUB STEWARD: WESTLEY PAPPAS
  - ENVIRONMENTAL STEWARD: Ina Strauss
  - CHIEF SCRUTINEER: DEAN O KELLY
  - SCRUTINEERS: CHRIS BOONTJIES / THEYS VERMEULEN
  - CHIEF MARSHALL: BLACKIE V D BERG
  - STARTLINE MARSHALL: ATTIE POTGIETER
  - RACE SECRETARY: Biyanca van Heerden
  - RACE SECRETARY ASSISTANT:
  - RACE CONTROL: Nico van Heerden
  - RACE CONTROL ASSISTANT: Su Drzewicka
  - CHIEF TIMEKEEPER: Ralf Vogelsang
  - ASSISTANT TIMEKEEPER: Peet Botha
  - COMMENTATOR: Victor Pardal / Herman Redelinghuys
- FIRST AID & FIRE CREW: Tshwane Emergency Services

**11. DESCRIPTION**

The event will comprise of a handicap series, run over a number of heats, and the handicap series scored on an Eliminator basis. Competitors will be required to dial-in on the MSA Record or within a maximum of 1% of their best qualifying runs. New records must be backed up within 1% during qualifying or competition. New records will only come into being after verification as per the MSA Drag Racing Rules and Regulations for the current year. If a competitor sets a new record and has dialed in on the Record his/her dial-in time will be changed to the new (lowest) time before the next run. No records may be established for the Street Eliminator – Super Street and Modified Street.

**12. COMPETITORS RESPONSIBILITY AND ELIGIBILITY- VEHICLE ELIGIBILITY – FUEL ELIGIBILITY**

All Competitors must hold current MSA Competition Licenses, valid for the status of events concerned and endorsed for Drag Racing. All Motorcars and Motorcycles complying with the Drag Racing event. Refer GCR 127 and GCR 227.

Fuel – Refer to MSA Drag Racing Vehicle Construction and General Safety Regulations - CR 31.

**13. LENGTH & RACE DIRECTION**

The competition will be contested over the first ¼ Mile (402.336m) of the race track.

Race Direction will be from West to East.

**14. START/TIMING**

The starting signal will be by means of a “X-MAS TREE” as used in Drag Racing. The starting order will be determined by times established in the Official Qualifying runs.

The different brackets are as follows:

CATEGORIES AND CLASSES : CARS		
<b>TOP ELIMINATOR</b> 0 – 7.80 Seconds		TAD, TAF, AD, AF, SA, S/TA, A/TA, AA/CA, A/TFC, B/TFC, A/TD, B/TD, C/TD
<b>SENIOR ELIMINATOR</b> 7.00 – 9.00 Seconds		AA, BA, A/TA, B/TA C/TA, D/TA, AR/TA, BR/TA, CR/TA, DR/TA, BB/CA, CC/CA, B/FC, BD, A/CD, C/TFC, D/TD
<b>SUPER COMPETITION ELIMINATOR</b> 8.20 – 11.20 Seconds		CA, DA, EA, E/TA, F/TA, A/RA, B/RA, C/RA, DR/A, ER/TA, FR/TA, AF/TA, BF/TA, CF/TA, DF/TA, EF/TA, A/CA, B/CA, C/CA, C/FC, CD, DD, BC/D, CC/D, DC/D, SP, AP, BP, CP, DP, S/TP, A/TP, B/TP, C/TP, D/TP, AR/TP, BR/TP, CR/TP, DR/TP
<b>COMPETITION ELIMINATOR:</b> 9.00 – 13.50 Seconds		FA, GA, HA, G/TA, ER/A, FR/A, GR/A, HR/A, GR/TA, AF/A, BF/A, CF/A, DF/A, EF/A, FF/A, GF/A, HF/A, FF/TA, GF/TA, HF/TA, EP, FP, GP, HP, E/TP, F/TP, G/TP, AR/P, BR/P, CR/P, DR/P, ER/P, FR/P, GR/P, HR/P, ER/TP, FR/TP, GR/TP, AF/P, BF/P, CF/P, DF/P, EF/P, FF/P, GF/P, HF/P, AF/TP, BF/TP, CF/TP, DF/TP, EF/TP, FF/TP, GF/TP, HF/TP
<b>STREET ELIMINATOR</b> Super Street – 11.00 – 14.00 Seconds Modified Street – 13.50 – 17.00 Seconds		ST MS
<b>SUPERSPORT SHOOTOUT</b>	SS	See MSA Drag Racing Rule Book for detailed specifications.
<b>SUPERBIKES</b> (Slowest Dial-In 13.50 sec)	SB	See MSA Drag Racing Rule Book for detailed specifications.
<b>PRO STREET BIKES</b>	P/ST	See MSA Drag Racing Rule Book for detailed specifications.
<b>QUADS</b>	Q	See MSA Drag Racing Rule Book for detailed specifications.

**15. POINT SCORING**

Refer to MSA Drag Racing Rulebook – National/Regional Championship Point Scoring.

**Group 1 – Drag Cars (Top, Senior, Super Competition, Competition Eliminator)**

- a. 10 Attendance points will be awarded to each competitor upon completion of at least 1 (one) Qualifying run.
- b. 10 Bonus points will be awarded for a successful backed up record.
- c. Qualifying ranking points will be scored as per normal for each competitor in each category against the class record .

**Additional Qualifying Points**

Top Qualifier	8	5 <sup>th</sup> and 6 <sup>th</sup>	4
2 <sup>nd</sup>	7	7 <sup>th</sup> and 8 <sup>th</sup>	3
3 <sup>rd</sup>	6	9 <sup>th</sup> and 12 <sup>th</sup>	2
4 <sup>th</sup>	5	13 <sup>th</sup> to 16 <sup>th</sup>	1

- d. No Elimination rounds will take place, only Test / Tune / Match Race. No points will be awarded other than above a, b, c.

**Group 2** – Street Eliminator (Super Street & Modified Street)

- a. TBA – Refer to MSA

**Group 3** – Bikes (SS-Bikes, SB-Bikes, Quads)

- a. TBA – Refer to MSA

**16. RESULTS AND PRIZE GIVING:**

TBA

**17. PRIZE MONEY:**

- a) Should there be any prize money sponsored and/or awarded to any class/category, these prize monies will only be paid out for any competition that it was intended for, minimums are met (Refer to '7' of this document) and competition must be completed up to the final with a result. (Re: no protest, cancellations, etc.)
- b) Should any intended prize money not be paid out for whatever reason due to any cancellation, the money will remain with the Drag Commission Trust Fund until further notice.

**18. STREET CAR – “MR ELIMINATOR SHOOTOUT”:**

- a) All Super Street & Modified Street competitors may compete in this Elimination Series.
- b) This category does not form part of the National/Regional Series Eliminations and/or points system in any way.
- c) A minimum of 16 (sixteen) starters is required for 1<sup>st</sup> round.
- d) Any competitor who wished to take part in this competition, must have participated in either the National/Regional and/or Club Elimination Rounds prior to this competition on the same day.
- e) There will be no specific pairings or ladders for 1<sup>st</sup> round of this competition and competitors can pair themselves randomly.
- f) If both competitors break out the racer who infringes by the largest margin is the loser and the one who infringes by the least is the winner.

**19. PRE-START REQUIREMENTS:**

A Competitor may not practice or start until:

- a) He or she has completed all formalities at documentation and produced a valid competition license.
- b) His or her vehicle/motorcycle complies with the rules and class if class entered and has passed scrutineering.
- c) Competition numbers and any advertising material have been fixed to the vehicle/motorcycle as required.
- d) An approved helmet, adequate protective clothing to cover arms, legs, feet and body, and gloves for motorcycles are produced. (Sport type and open vehicles, AC Cobra's, etc.) will only be allowed to race at the discretion of the Clerk of the Course and the scrutineer because of the fact that they do not always comply with the rules.

***NOTE: A Competitor will only be allowed a maximum of 2 (two) practice runs if time permits. Unless pre-arranged by the Clerk of the Course/Start Line Marshall/Race Control, please note that there is only a limited time for practicing and competitors may or may not get a practice run.***

**20. PENALTIES:**

A Competitor may be disqualified for:

- \* Failing to report to the Start Line on time.
- \* Failing to report to the Tower in respect of a vehicle breakdown before the start of main racing.
- \* Crossing the centre line. (See note on Centre Line).
- \* A Red Light Start.
- \* Breaking out of a bracket. The ideal outcome of any race is to have one winner and one loser. In cases where both are disqualified during the same elimination race, policy is that the first

offender is disqualified and the other is reinstated providing the grounds for disqualification were equal for both competitors.

- \* The first of worst rule applied in all circumstances such as in the case where a competitor Red Lights and their opponent breaks out. The red light will be classified as the worst infraction. This will apply for all classes including street classes.
- \* Failure to attend drivers/riders briefing.
- \* Failure to sign attendance register after drivers/riders briefing.
- \* Driver/rider leaving car/bike unattended in the pit lanes.
- \* Depositing foreign matter including debris or oil onto the strip, staging lanes or pits, except in the case where an accident has occurred.
- \* Un-sportsman behavior.
- \* Driving dangerously.
- \* Driving excessively fast on the return road and pit area. This includes crew vehicles.
- \* Being suspected or seen to be consuming alcohol, regardless of the amount before or during the event.
- \* Behaving in a manner, which could prejudice MSA and the Organizer.
- \* Disregarding a specific instruction from an official.
- \* Competitors who enter their vehicles/bikes in a street class with normal street tyres or dot approved street legal slicks and change these tyres during the course of the day to racing slicks and break a record will be disqualified for being unethical.
- \* Record run – failure to report to the Clerk of the Course for post race scrutineering (weight check, engine capacity check & fuel check) or spot checks will be considered and admission of illegality and will be grounds for immediate exclusion from the event and/or suspension from further Drag Racing at any other track for a period of up to 6 months.

21. **GENERAL:**

- \* No vehicles may be entered more than once in the same event, regardless of intended classing.
- \* No single competitor may participate/enter with 2 (two) or more vehicles in the same category.
- \* All new applications for competition licenses are required to undergo performance testing at the appropriate level in addition to normal license requirements, especially entrants in Top Fuel, TAF and TAD, all competition Altered classes, A, B Funny Cars, Top Fuel Bikes, Super Altered and Junior Class Competitors.
- \* Vehicles/Bikes participating in drag racing events must be presentable in appearance at all times.
- \* Under no circumstances may any bike change classes during the course of an event. This is only applicable to the SB Class – SB bikes may compete in SS Class.
- \* **Maximum dial in for the SB Class will be 13.50 seconds as per MSA Drag Racing Rule Book.**
- \* Classification – the classification of a vehicle entered is the responsibility of the scrutineer as well as the competitor and will be done on the basis of the MSA D.R.R.R.S. & S. booklet for the current year.
- \* A maximum of 2 (two) burnouts are permitted and only vehicles with slick tyres are permitted to cross the start line. Maximum time for this will be two minutes, of which the period starts when the first burnout to be performed by either competitor commences.
- \* 30 Second – At the end of above 2 (two) minute period once a vehicle is in stage the remaining vehicle will have a maximum of 30 seconds on stage. It will be the Chief Start Line Marshal's responsibility to enforce these requirements unless by prior arrangements by parties involved.

22. **BYE RUNS:**

These are compulsory and are awarded in progressive sequence, for example, if a field size produces three bye runs, the Top Qualifier would be the first BYE, the number two the second BYE and the number three the third etc. or the person who beat them in the previous round. In situations where a driver is making a single run, he is considered the winner once he stages and received a Green Light.

If a competitor crosses the centre line on a single run, the elapsed time is voided for lane choice determination. "Best Qualifiers" will be determined by the ranking after qualifying, and if a competitor is ranked and cannot participate for any reason, the next ranked competitor in the same

class/category will qualify. **During a BYE run the breakout rule does not apply, however, a red light being the worst infraction remains applicable.**

23. **SOLO RUNS:**

If one competitor fails to report to the start line, the other competitor will perform a solo run. This is not a Bye Run; merely the result of a “no show” and the breakout and Red Light rule will apply.

24. **EXCLUSION: Example of grounds for exclusion:**

If a driver is excluded for any reason, he cannot be reinstated at any time during the event and will only gain points/remuneration up until and including the round of exclusion/elimination.

25. **“FIRST OR WORST” RULE:**

The ideal outcome of any race is to have one winner and one loser. In cases where both competitors are guilty of an infraction during the same elimination race, the “First or Worst” rule will apply. The “First or Worst” rule applied in all circumstances such as in the case where a competitor Red Lights, and their opponent breaks out. The red light would be classified as the first/worst infraction.

The “First” ruling applies when both Competitors are guilty of an equal/same infraction.

The “First” offender will be excluded or,

The “Worst” ruling applies when both Competitors are guilty of a Different infraction, then the following order of infraction will apply. The “Worst” offender will be excluded starting from No. 1 as the “Worst”.

26. **ORDER OF INFRACTION:**

- a) Failing to report to the start line on time.
- b) Starting the run before the “Amber Light” sequence has started (Refer to DB 3.1.4).
- c) Crossing or touching the strip centre line or boundary lines other than leaving the strip intentionally. (In all instances the run is to be aborted and no ET or SPEED will be recorded).
- d) A Red Light start.
- e) Failure to complete run.
- f) Breaking out of the dial-in nomination where applicable.

27. **PASSENGERS:**

A Passenger may be carried in a Drag Racing vehicle subject to the following conditions:

- 1) Approval shall be at the discretion of the Clerk of the Course.
- 2) The vehicle must be of a sedan (or truck) type nature.
- 3) The passenger must sign a form indemnifying the respective track organizer/s and MSA from any misfortune.
- 4) The passenger must be afforded the same measure of protection as is afforded the driver for the class of vehicle in question, i.e. helmet, driving suit, multi-point harness, seat, floorboard, etc.
- 5) Restricted to solo passes only.

28. **OFFICIAL QUALIFYING:**

In order to constitute an official qualifying attempt, all cars/bikes must self-start and self-stage – except for Top Eliminator cars and bikes, and some Senior Eliminator cars, i.e. Dragster/Funny cars/Altered.

29. **CHANGING CARS/BIKES:**

The Clerk of the Course has the option of allowing a driver to change cars/bikes but only under the following conditions:

- All previous event times for vehicles to be replaced are voided and vehicle may not be restricted.

- Changes must be made and driver must enter and re-qualify during the normal schedule as posted for the event provided the vehicle is in the same class/bracket as the one that is replaced.
- No changes are permitted after qualifying has been completed.

30. **RECORD RUNS:**

Refer to DR12 (MSA DRAG RACING HANDBOOK) and point 34 of the SR's.

31. **START LINE AND/OR RESTRICTED AREA ACCESS:**

At the discretion of the Clerk of the Course, only Officials, Crew members and MSA Accredited Media (with valid accreditation) are permitted on the start line area on pre-race lanes. All 'Media' persons must have signed a valid 'indemnity' form issued by event organizer prior to receiving access to any restricted areas and must always adhere to Officials.

32. **RE-RUNS:**

1. The track reserves the right to issue a re-run to 2 (two) competitors in the event of a race control error or equipment malfunction due to various reasons, i.e. power failures, etc.
2. If a dial-in error was made by the Tower and was the cause of the competitor losing with the incorrect dial-in time, both competitors can agree on a re-run, or if both competitors don't agree to a re-run, the winner will be determined by means of a calculation, utilizing correct dial-in times, the difference in handicap, the reaction times and the ET's to establish who was first over the line.
3. A re-run/calculation will only be agreed to if the competitor concerned has reported the error immediately after the run, before the field progresses to the next round.

33. **DIAL- INS:**

Class/Category	Minimum Dial-In	Maximum Dial-In
Top Eliminator	0.00	7.80
Senior Eliminator	7.00	9.00
Super Competition Eliminator	8.20	11.20
Competition Eliminator	9.00	13.50
Street Eliminator – Super Street	11.00	14.00
Street Eliminator – Modified Street	13.50	17.00
SS-Bikes	N/A	N/A
SB-Bikes	N/A	13.50
Quad Bikes	T.B.A.	T.B.A.
PST Bikes	N/A	N/A

**Competitors will be required to dial-in on the MSA National/Regional Record or within a maximum of 1% of their best qualifying runs. New records must be backed up within 1% during qualifying or competition. (Refer to the National/Regional Drag Racing Records). No Dial-Ins may be changed once the first round of competition has commenced.**

**Maximum time of 30 minutes in each category will be allowed for dial-in times to be entered by all competitors after their final qualifying run in that specific category. Failure to do so will result in competitor being dialed in on his/her minimum dial-in if applicable.**

34. **BREAKOUT RULE:**

To prevent competitors from nominating a "soft" dial-in time and then running quicker in competition, a breakout rule is enforced which eliminates a racer running below their nomination. If both competitors breakout the racer who infringes by the largest margin is the loser and the one who infringes by the least is the winner. Points/remuneration will be allotted as if both competitors legitimately won/lost the race concerned. Breakout Rule will apply even if the competitor dials in on the applicable class record. Should a competitor be eliminated by running faster than his dial in time



and he dialed in on the class record, and is in contention for a record, should time permit, the competitor will be allowed 1 (One) backup run.

35. **PAIRINGS:**

1. In order to be paired for main eliminations, all competitors must complete at least one official qualifying run. Competitors who fail to acknowledge this rule will not be paired.
2. If a competitor notifies both his opponent and race control that he is not ready, the pairing can be slotted in at the bottom of the present elimination's round. However, if all races have been completed in the respective elimination round, a bye run, directly after the last pairing, is required by the racer who is ready and his missing opponent is eliminated.
3. After first round eliminations, if a competitor is deemed a "No Show" due to his vehicle suffering a break down, points/remuneration will be allotted as if he/she had been legitimately knocked out. Competitors running out for 3<sup>rd</sup> and 4<sup>th</sup> may not lay claim to 2<sup>nd</sup> place.
4. Top Eliminator, Senior Eliminator, Super Competition Eliminator, Competition Eliminator, Street Eliminator (Super Street & Modified Street) SS-Bikes, SB Bikes & Quads:  
**The above will be paired on fixed SPORTSMAN'S LADDERS.** Unless race control has omitted a legitimate competitor from the pairings or has recorded an incorrect class record which would affect the overall outcome of the race, once ladders have been sent down to the start line and fuel store, no team managers or competitors may alter these in any way.
5. **PST Bikes:** This class will be paired on fixed **PRO LADDERS.** Unless race control has omitted a legitimate competitor from the pairings or has recorded an incorrect class record which would affect the overall outcome of the race, once ladders have been sent down to the start line and fuel store, no team managers or competitors may alter these in any way.

36. **BURNOUTS:**

- a) A maximum of two burnouts are allowed. Only vehicles equipped with racing slick-type tyres are permitted to cross the start line. Maximum time for this will be 2 (two) minutes, of which the period starts when the first burnout to be performed by either competitor commences.
- b) At the end of the two minute period or once a vehicle is staged, the remaining vehicle will have a maximum of 30 seconds to stage. It will be the Chief Start line Marshal's responsibility to enforce these requirements unless by prior arrangement with the parties involved.
- c) Burnouts must be of an UNASSISTED NATURE, i.e. no holding of vehicles under any circumstances at any track. Once again it will be the Chief Start line Marshal's responsibility to police the burnout procedure and to halt any handling of vehicles.
- d) Crossing the centre line during a burnout is not an automatic exclusion unless such action is deemed by the start line officials to be careless or hazardous to the vehicle in the opposite lane.

37. **CROSSING THE CENTRE LINE:**

It should be noted that during a BYE or SOLO run, crossing the centre line does not constitute an infraction. However, if this occurs, i.e. if the competitor started out in the left hand lane and crosses the centre line, the competitor must correct the vehicle and revert back to and complete the run in the left hand lane.

38. **ALTERNATES:**

In order to ensure paired competition during all elimination series, the following rules shall apply: Where an elimination bracket needs to be filled, (due to breakdowns of vehicles that qualified) and alternate or alternates shall be drawn from non-qualifiers in order of their qualifying times. The use of alternates is restricted to the first round of racing and no substitutes will be brought in after the first round of racing.

39. **CANCELLATION/POSTPONEMENT OF EVENT (GCR 244): (i.e. Weather, Rain, etc.)**

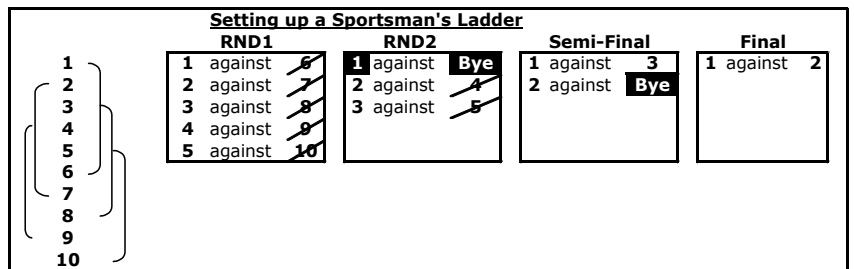
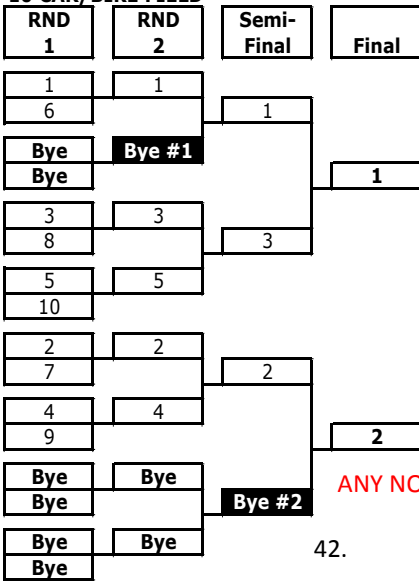
- i) In the case of an event being cancelled due to weather conditions, such as rain – the event will be re-scheduled to run on the allocated "Rain Date" for that event.
- ii) It is the responsibility of the competitors to report to the track on the day, regardless of weather conditions. A decision as to whether the event is postponed to the rain date will only be made/discussed by the Race Organizer/s and Officials towards midday.

- iii) An event will only be considered cancelled if first round eliminations are not completed in all National/Regional competition categories. [Refer to 39(a)] no points will be awarded to any competitor for a cancelled event/s. When a "Rain Date" is used it will be considered as a new event.
- iv) In the event of first round eliminations being completed and rain/weather ends the event, all competitors will be awarded points up to the last completed round of competitions in each individual category.
- v) Due to the fact that there are provisions made for rain dates, there will be no refund on entry fees.

**Other:**

In the event of a cancellation due to other unforeseen circumstances (i.e. accidents, fatalities, natural disaster, theft, damages to track/equipment/facilities) that leads to the event not able to take place and/or be completed the same ruling as above (i.e. weather) will apply.

**10 CAR/BIKE FIELD**

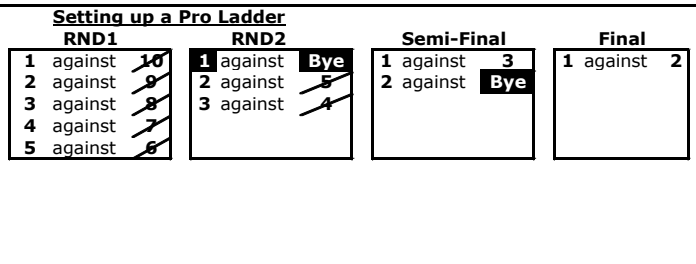
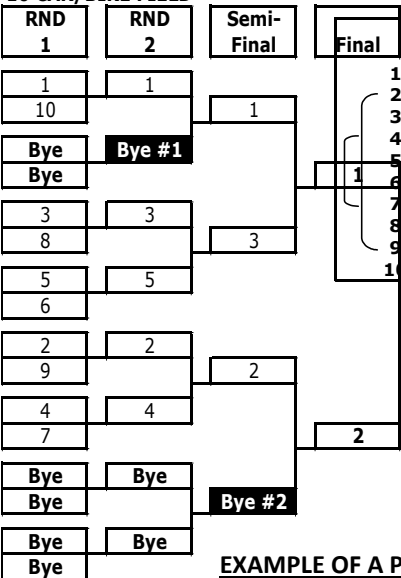


40. **PROTEST AND APPEALS:**  
Refer to GCR197 – GCR200; GCR203 & IX of the MSA Handbook.

41. **OFFICIAL NOTICE BOARD**  
THE OFFICIAL NOTICE BOARD IS LOCATED AT THE FUEL STORE IN THE PITS.  
COMPETITORS ARE REMINDED TO PERIODICALLY CHECK THE NOTICE BOARD FOR ANY NOTICES/BULLETINS ETC, WHICH MAY AFFECT THEM.

42. **EXAMPLE OF A SPORTSMAN'S LADDER:**

**10 CAR/BIKE FIELD**



**EXAMPLE OF A PRO LADDER:**