



**The Sports Car Club of South Africa
presents
The Cape South Easter
International Historic Race Day**

Round 3 of the  Springbok Series Retro 2011/2012

And

Round 2 of The South African Tourist Trophy 2012

Hosted by

Killarney Motor Racing Circuit, Cape Town

4th and 5th February 2012

Held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa these Supplementary Regulations and any Final Instructions, which may be issued to competitors.

1. Promoters and Organisers

The Sports Car Club of South Africa (Johannesburg Branch)
P O Box 54717
Wierda Park
0149

Phone: 012 653 7285 / 082 468 9200
E-Mail: shelley-anne@vodamail.co.za

2. Permit Number MSA 11947

3. Circuit & Venue: Killarney Motor Racing Circuit

The Killarney Motor Racing Circuit is situated off Potsdam Road, Killarney. The Circuit is a tar macadam surface of 3.267 km and the race will be run in a clockwise direction.

4. Event & Status

The race meeting will cater for both South African HRSA and ZOC Categories and categories in line with FIA Appendix K date classification categories in accordance with the following guidelines:

Category

Pre 1980 Historic Racing Motorcycles
Pre 1972 Historic Single Seaters
Pre 1966 Sports & GT- Tourist Trophy
Pre 1966 & Pre 1977 Historic Saloon Cars
Pre 1974 International Sports Racing Prototypes
Pre 77/84 Sports and GT Cars

Status

Club Invitation Status
Club Invitation Status
Club Invitation Status
Club Invitation Status
Club Invitation Status
Club Invitation Status

Fine Cars	Club Invitation Status
World Sports Car Challenge	Club Invitation Status
GT Challenge (CT Sports Cars, Master Cars, GT4, S A GT Challenge Cars, Ultimate Street Cars – specifically excluded are all pre 84 Sports Cars)	Club Invitation Status

5. Eligibility – Competitors:

The Competition is open to all drivers who hold current, valid MSA Competition Licences for the Category concerned.

Non South African (foreign) competitors need to hold an international (H1, H2 & H3) competition licence and need to have written permission from their home federations allowing them to participate in this event.

6. Eligibility – Vehicles

6.1 Technical Requirements

6.1.1 All competing vehicles must be in possession of a registered MSA Historical Technical Passport (HTP) or in the case of FIA registered or International competitors' cars, an HTP issued by their relevant ASN or FIA.

6.1.2 All cars must be fitted with a suitable roll cage as per GCR239.

6.2 Sprint Races

6.2.1 The sprint races are open to Historic Sports & GT Cars and Saloon Cars complying with the following 2011 technical regulations as published by MSA:

HRSA Historic Pre 77 / Pre 84 Sports & GT
 HRSA Pre 77 Historic Saloons
 HRSA SA Classic Thoroughbred Saloons
 ZOC Pre 66 Sports & GT and Pre 66 Legends of the 9-Hour.
 ZOC Pre 74 ISP
 WPMC Pre 77 Saloon Cars
 FIA compliant cars Groups 1 to 7 of Appendix J and FIA eligible compliant cars.
 WPMC sports car regulations.
 The rules of the Historic Motorcycle Club.
 Fine Car Regulations

Categories and classes will be those as used in the HRSA and ZOC Regional and Club championships during 2011.

6.3 Springbok Series (NOTE : THIS SECTION APPLIES ONLY TO SPRINGBOK SERIES)

6.3.1 **As the Springbok Series endurance event is based on the Springbok Series which ended in 1973, only vehicles manufactured or replicating those manufactured before 31st December 1973 are permitted to score in the Springbok Series. The cut off date for all Sprint events is as per the relevant regulations above. Vehicles that were built or replicating those built before 31st December 1976 (i.e. pre 1977) are permitted to compete in the individual events but are NOT permitted to score in the Springbok Series. In the event that the Two Hour Endurance Race is oversubscribed, preference will be given to Pre 74 Entrants.**

The Springbok Series is open to Historic Sports & GT Cars and Saloon Cars complying with the following 2011 technical regulations as published by MSA:

MSA National Historic Pre 77 Sports & GT and Pre 77 Historic Saloons (Appendix C & A)
 MSA National Historic Pre 68 Sports & GT and Pre 66 Legends of the 9-Hour. (Appendix D & B)
 HRSA Classic Thoroughbred Saloons
 ZOC Pre 72 Trans Am
 ZOC Pre 74 ISP
 WPMC Pre 72 Saloon Cars
 FIA compliant cars Groups 1 to 7 of Appendix J and FIA eligible compliant cars.

6.3.2 No relay teams are permitted and each car may use one or more drivers.
Competitors are encouraged to form teams (3 cars) irrespective of class or category.

6.3.3 Period Categories:

Pre 1968
Pre 1974

The category will be determined by the date of manufacture of the car or the date represented by a replica or continuation car.

6.3.4 Tyre Regulations.

Pre 68 cars must run on treaded tyres. **Slicks are not permitted.**

The use of the Bridgestone RE55 and the Dunlop D01J, DZ02G and DZ03G "Direzza" "rally slick" is permitted for use in the Pre 66 category.

The Hoosier Sports Car Radial tyre is **NOT** permitted.

The Pre 74 category may use slick tyres.

6.3.5 Classes:

Classes will be based on capacity.

Sports Racing Cars:

Class N over 5000cm
Class P 3000cm to 4999cm
Class R 2000cm to 2999cm
Class S 1300cm to 1999cm
Class T up to 1299cm

A 5% oversize in capacity will be allowed in each class.

Production Sports & GT Cars and Saloon Cars:

Class U over 5000cm
Class V 3000cm to 4999cm
Class W 2000cm to 2999cm
Class X 1600cm to 1999cm
Class Y 1300 cm to 1599cm
Class Z up to 1299cm

A 5% oversize in capacity will be allowed in each class.

Capacity for classing will be taken as the **ACTUAL** declared capacity of the competing vehicle less the 5% allowance. The penalty for false declaration will be exclusion from the event.

Cars with forced induction and all Rotary engined cars will be subject to an equivalency factor of 1.4 by which their actual capacity will be multiplied to determine a capacity for classing purposes.

6.3.6 Scoring:

All drivers competing in the two hour Endurance Race will be eligible to score points by class and category and Index of Performance for the Springbok Series of 2011/2012 as follows:

Drivers sharing a car will score equal points as below.

Drivers who enter in more than one car must nominate the car in which they will be scored prior to the race.

Drivers will not be allowed to score in more than one car in one race.

By category from 1st to 10th place

Pre 66 10,9,8,7,6,5,4,3,2,1

Pre 74 10,9,8,7,6,5,4,3,2,1

By class from 1st to 10th place. 10,9,8,7,6,5,4,3,2,1.

Index of Performance (irrespective of class or category) 1st to 15th place
15,14,13,12,11,10,9,8,7,6,5,4,3,2,1

All points scored by each driver in Category and Class will be added to determine an overall winner of the series.

The Index of Performance will be scored as a separate competition.

6.3.7 Trophies.

Overall irrespective of class.

1st overall Driver(s) and Team Manager

2nd overall

3rd overall

Category Awards

1st / 2nd / 3rd.

Class Awards.

1st/2nd/3rd

Index of Performance (irrespective of class or category)

1st overall

6.3.8 Drivers.

A maximum of 3 drivers is allowed. The drivers must be nominated by the team prior to the event. No driver is permitted to drive for more than a maximum of two hours without a break of 15 minutes.

6.3.9 Qualification as a finisher.

A competing car must cross the finishing line on the circuit after the chequered flag has been shown to qualify as a finisher irrespective of the fact that he/she may have completed 66% of the race distance. Race distance will be defined as the number of laps completed by the fastest car in each class.

Only cars that have completed the race and have been classified as a finisher may score towards Index of Performance.

6.3.10 In car timing.

No in car timing is permitted. The penalty is exclusion.

6.3.11 In car communications.

No in car communications (ship to shore) are allowed. The penalty is exclusion.

6.3.12 Qualifying.

a. It is sufficient for any one of the nominated drivers to qualify, if the car does not take part in a qualifying session then the car will start at the back the grid.

b. Qualification times will only be taken from the official practice session for the Springbok Series event. Drivers failing to qualify in the correct practice session will be placed at the back of the grid.

6.3.13 During the 2-Hour Endurance race, pitting for driver change or refuelling is allowed during safety car periods.

6.3.14 Pit Stops

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road.

Should the car require to be refuelled in that period, the driver shall be out of the vehicle for the time in which the fuel is being replenished.

A maximum of 2 crew members may carry out refuelling.

Both crewmembers responsible for refuelling will wear flameproof overalls, full-face helmets and fire retardant gloves..

A fire marshal shall be present, ready and prepared during refuelling.

No further work can take place on or around the car during the time refuelling is in process.

Routine maintenance such as tyre changes, brake inspection/replacement, etc are permitted in the time the car is dead but only should no refuelling be in process.

Spillage of fuel during refuelling shall be penalised.

Any work beyond accepted routine pit stop maintenance or any work requiring more than 3 crew members to complete will require cars to be pushed back into its pit box until such time the car is once again race worthy.

The front three bays of all pit boxes are to be kept clear at all times during racing.
The vehicle shall restart under its own power and may not be push started.

Each and every transgression of these pit stop rules shall be penalised by a lap being deducted from that cars total number of elapsed laps.

6.3.15 Formation Laps

30 Minutes prior to the start of the race, the pit lane will be opened. Competitors may complete an installation lap and form up on the grid in starting order. Should an additional installation lap be required, the competitor may do so by driving down the pit lane. The pit lane will be closed 5 minutes before the scheduled start time.

6.3.16 Outside assistance

In the event of a car breaking down on the circuit, no outside assistance is permitted other than the track marshals moving the car to a safe position if it is deemed to be in an unsafe one. Such assistance may not be used to restart the engine.

The driver only is permitted to make repairs and only with tools carried on the vehicle.

No refueling or replenishment of oil or water is allowed on circuit other than in the designated pit area.

No other person except the track marshals or driver may touch the car outside of the pit area or starting grid.

The penalty for non compliance is exclusion.

6.3.17 Lights

Irrespective of the lighting regulations contained in the eligibility regulations for the various categories, all vehicles competing in the Springbok Series Event where the event regulations specify that the race will or may be run into low light conditions will be required to have the following:

Two working headlights.

Two working taillights.

Two working brake lights, where originally fitted to the vehicle.

Four working indicators where originally fitted to the vehicle.

A maximum of two additional front facing spotlights may be fitted.

A maximum of two forward facing marker lights may be fitted in a non white colour.

A "lighting up" time will be specified by the Clerk of the Course in the final instructions for the event. Should weather conditions require a different (ie brought forward) "lighting up" time and at the Clerk of the Course's discretion after the race start, this will be conveyed to competitors by a board displayed for 3 laps at the start line containing the legend, "Lights On".

Non compliant vehicles will be black flagged and must return to the pits for repairs to the lights and inspected by an official of the meeting for compliance prior to returning to the circuit.

6.4 S A Tourist Trophy

The S A Tourist Trophy will be a two round championship, Zwartkops on the 28th January 2012 and Killarney on the 5th February 2012

The regulations governing eligibility etc will be issued as a bulletin to be read with these regulations, as will information regarding trophies and all other matters.

6.5 Pre 1980 Historic Racing Motorcycles

The regulations governing eligibility etc will be issued as a bulletin to be read with these regulations, as will information regarding trophies and all other matters.

7 Trophies - Sprint Races

1st/ 2nd/ 3rd in category irrespective of class.

1st/ 2nd/ 3rd in class in each period category.

8 Entries

Entries open immediately and close on 19th January 2012. Entries are to be submitted on the Official Entry Form provided and accompanied by the full entry fee (Refer GCR 95)

Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:

Entries will be accepted, in the order of being received, up to a maximum of 55 cars only

Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.

Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109

The organizers reserve the right to cancel a category should less than **10** entries be received.

Late entries received after 19th January 2012 may be accepted AT THE DISCRETION OF THE ORGANISERS until 16h00 on 26th January 2012, however, on acceptance of the late entry an additional late entry fee of R250.00 will be applicable.

Entry Fees (includes MSA Levies)

All Categories	R 750.00
2 nd Entry Same Car, Same Driver	R 200.00

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Entries should be posted to: **The Secretary of the Meeting**
P O Box 54717
Wierda Park
0149

Phone:	012 653 7285
Facsimile:	086 500 4348
E-mail	shelley-anne@vodamail.co.za

Telephonic entries will not be accepted. Entries may be faxed, however, should the appropriate entry fee not be received by the Thursday prior to the race meeting, the late entry fee will be applicable irrespective of the Competitor's attendance at the race meeting. Refer to GCR 96.

Cheques and Postal Orders must be made payable to: SCC RACING

Entry fees may be deposited directly into the Organisers Bank Account, the details of which are:

Bank	ABSA
Branch	Centurion
Branch Number	632005
Account Number	9263 448 377

A copy of the deposit slip is to be faxed to the Organisers at the above fax number.

The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR's 99(i) and 100.

A change of driver will be permitted subject to valid reasons for the change being given and the Stewards of the Meeting agreeing to the change. Refer to GCR 238

9 Entrant's Licences

Where the Entrant is not the Driver, an Entrant's Licence must be obtained from MSA prior to the submission of the entry form, failing which the Entrant's name will not be published in the programme.

10 Tickets

Each Competitor will receive 4 entrance tickets for each day of the event.. Additional gate entry tickets may be purchased at R60.00 each. Tickets may be collected or purchased at Documentation on Friday 3rd February 2012 from the Secretary of the Meeting.

11 Pit & Paddock Allocation

Pit and Paddock allocations will be notified in the final instructions once the number of entries has been established.

Due to the congestion in the pits, competitors will not be allowed to park tow/road vehicle in the pits/paddock area.

TRAILERS MAY NOT BE LEFT IN THE PIT / PADDOCK AREA and must be moved to the TRAILER PARK after unloading.

Competitors who leave trailers in the pit/paddock area will be fined R200.00 by the Organizers. Trailers have on occasion been removed from the pits and the trailer park by unauthorized persons. SECURE YOUR TRAILER.

12 Documentation & Scrutineering

Documentation will be held on Friday 3rd February 2012 from 08h00-17h00 and from 06h00-10:00 on Saturday and Sunday the 4th and 5th February 2012 respectively.

Pre-event Scrutineering will take place from 08h00-17h00 on Friday 3rd February 2012 from 08h00-17h00 and from 06h00-10:00 on Saturday and Sunday the 4th and 5th February 2012 respectively. Any competitors unable to present their vehicles for scrutineering during this period should make alternate arrangements with the Secretary of the Meeting.

Competitors may not take part in any practice session, timed qualifying or any race prior to the completion of documentation and scrutineering.

13 Programme of Events

The Provisional Program of Events appears at the end of these Supplementary Regulations. Any changes to the Race Program must be agreed upon by the Clerk of the Course and the MSA Steward.

Should the Organisers deem it necessary to change the program the Revised Program will be issued with the Final Instructions and published on the Official Notice Board.

The Organizers reserve the right to alter the Race Programme as may be necessary and combine or split Categories on Race Day or prior to the Closing Date of Race Entries should the number of Entries so dictate. Changes will be posted on the Official Notice Board.

14 Driver's Briefing

Drivers/Riders briefings will take place at 07:30 on Saturday 4th February, 2012 at the Clubhouse. ALL Drivers must be present at the briefing at the stipulated time and venue. Failure to attend a Drivers briefing at which a roll call will be taken will incur the imposition of a fine.

15 Pre-Race Paddock

The Pre-Race Paddock is situated at the end of Pit Lane. In accordance with SSR 25, competitors in each group must be ready to proceed to the pre race paddock thirty (30) minutes before the scheduled start time of their race.

16 Starts

Starting positions will be determined by lap times recorded during official qualifying sessions. Unless otherwise stated in the regulations for the particular category concerned, the vehicle recording the fastest time will be in the number one position on the starting grid, with the remaining positions being filled in descending order of official practice times. In the event of two (2) drivers recording the same lap time, the more favourable grid position will be allocated to the driver who established that time earliest.

At the discretion of the Clerk of the Course, competitors who are not recorded on the grid for either the first or second race may be positioned at the back of their class.

The starting order for the second and subsequent sessions will be based on the order of fastest lap of the vehicles in the previous race

The starting signal will be given by lights. Should the lights fail, all subsequent starts will proceed with the use of the MSA Flag.

There will be NO parade lap prior to the start of the event.

Competitors who do not take part in official timed practice must confirm one (1) hour before the first race of their intention to start.

Should a Competitor not finish a race, he will be deemed to be a non-starter in the next race unless the Clerk of the Course has been informed in writing one (1) hour before the start of the next race, that the Competitor will be in a position to start that race. The Competitor will be permitted to start said race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.

All starts will be rolling other than:

Historic Single Seaters and Lotus Challenge
Fine Cars

Standing Start; and
Staggered Handicap Start.

17 Safety Car

If the Clerk of the Course deems it necessary a safety car will be used. All laps completed during a Safety Car intervention will be counted as race laps.

Where a race is red-flagged competitor's attention is drawn to SSR 43 of the 2011 MSA Handbook.

18 Completion of Race

The end of each race will be signified by the waving of the chequered flag. Proceed on a slow down lap to the Track Exit and return to Parc Ferme or to your allocated pit box

19 Parc Ferme

All competitors who have completed 2/3 of their race distance are classified as finishers and, unless otherwise directed by the Clerk of the Course, are therefore required to bring their vehicles to Parc Ferme immediately after the last event of each category.

The Organisers reserve the right to impound and examine any vehicle at their discretion.

20 Notice Board

The official notice board is situated at the entrance to the Race Control building.

21 Results

After every race, results, which have been posted on the notice board will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

These results are not to be removed and disciplinary action will be taken against any competitor removing these results without authority. Additional copies may be obtained from the pigeon holes at Race Control.

22 Protests

Refer Parts IX and X of the MSA Handbook.

23 Prize Giving

The prize giving will take place at a venue to be advised as per the program attached to these regulations. Any competitor not present at prize giving to receive their trophy will forfeit it.

Trophies will be awarded based on the aggregate of their total elapsed race times in all categories for the sprint races.

Dead heats will be resolved as per GCR 275 and SSR 78

Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

24 Timing 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.

Timing transponders are to be returned to the timekeeping officials prior to their leaving the Circuit (i.e. within one (1) hour of the finish of the last race). Transponders not returned by this time are to be returned by not later than the Monday following the race meeting (by hand delivery or courier) to the following address:

**ESMK RACING TIMING SERVICES
ERIC SCHULTZ
TEL: 041 583 4028 / CELL: 082 875 5833
EMAIL: eric@esmk.co.za
P.O. BOX 32013
SUMMERSTRAND, 6019**

Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500.00 by ESMK for the first week or part thereof, and a further R200.00 for every additional week or part thereof, which the transponder is returned late. No further transponders will be issued to the competitor concerned until such time as the transponder has been returned and the levy paid.

All competitors must use the transponder holder in the positions specified (refer SSR 83)

25 Pit Apron

Refer to GCR 251, SSR's 37, 63, 64, 65 & 66

No Vehicle may travel in the reverse direction to traffic flow in the pit
No Persons under the age of sixteen (16) are allowed on Pit Lane
No person is allowed on the Pit wall for the first two laps of a race.

The consumption of alcohol is prohibited on Pit Lane
Smoking is prohibited on Pit Lane
Scooters, Pit Bikes, Roller Blades, Skate Boards or Motorized Skate Boards are not allowed on Pit Lane
The Pit Road must be Kept Clear

26 Signalling

Competitors attention is drawn to Appendix H of the MSA Handbook.

Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line. SSR 41 is applicable to motorcycle and car events.

Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i).

27 Silencing of Vehicles

In accordance to the local authority legislation requirements no participating vehicles at Killarney may exceed 105 db. Refer to GCR 245 of the 2011 MSA Handbook.

28 Postponement, Abandonment & Cancellation

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

29 Protective Clothing

No Competitor wearing short-sleeved shirts or shorts will be permitted to either practice or race. Refer to GCR 239 regarding safety apparel.

30 Driving Conduct

Refer SSR 50 Any Competitor who consistently uses the verges will be guilty of unsafe driving (SSR's 17 & 51) and will be penalised accordingly in terms of GCR 157 (i) (a). Observers, whose duty will be to report on the cutting of corners, persistent off-circuit behaviour and/or poor driving standards may be appointed and their names listed either in the final instructions or via a Drivers Bulletin. Competitors reported in this respect who, having been signalled in terms of Appendix H Article 6, continues to disregard safe driving conduct may be black flagged. Any Competitor disregarding the black flag will be excluded from the race in question.

One or more Judges of Fact may be appointed to oversee the starting procedure and report on infringements i.e. Jumping of the start. The start line camera will be used to adjudicate any start infringements The names of these Judges will be stated in the list of officials or communicated to Competitors in final instructions, placed on the notice board.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 vii). Drivers will be held responsible and liable for anybody knocked down while racing on pit road.

31 Incidents/Retirements

Competitor's attention is drawn to SSR's 60 & 61

32 Vehicles Abandoned on the Circuit

Any saloon car abandoned on the Circuit must be left unlocked and, if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit and locked will be moved by any practical and available means and the Promoters, Organisers and Officials will not be liable for any subsequent damage. Refer to SSR 10 iii)

33 Incidents in Practice Sessions

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

34 Racing Fuel, Oil or Coolant spillage on the Circuit:

Refer to SSR 50 (iii).

35 Fuel

Competitor's attention is drawn to GCR 240 with regard to fuel permitted. 98 Octane, unleaded racing fuel and Octane boosting additive will be available at the circuit.,

36 Competition Numbers

Refer to GCR's 246, 249 and SSR 4 and individual category/class SSR's.
Plastic self-adhesive numbers are available from the organizers at R50.00 per set.

37 Advertising

It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles/motor cycles shall also display the advertising, if any, as stipulated for the Event

38 Officials of the Meeting

Motorsport SA Steward	TBA
Club Steward	TBA
Clerk of the Course	Brian Hoskins
Deputy Clerk of the Course	Arlene Brown
Judge of Fact (Startline)	TBA

Secretary of the Meeting
Chief Timekeeper
Chief Technical Consultant
Chief Scrutineer
Commentators
Medical Co-ordinator
Chief Marshal
Environmental Steward

Shelley-Anne Taylor
E S M K
Dave Richardson
TBA
TBA
TBA
Paul Lehmann
tba

38 Organising Committee:
Peter Lindenberg
Jacques Lerm
Tony Taylor
Shelley-Anne Taylor



Racing Number:

The Cape South Easter MSA Permit 11947 OFFICIAL ENTRY FORM

CATEGORY ENTERED (Mark with X)	Pre 1980 Racing M/cycles	PRE 1966 Legends Production Cars	PRE 1966 Sports & GT Tourist Trophy	Pre 1977 Saloon Cars	Pre 77 Sports & GT Cars
Pre 72 Historic Single Seaters	World Sports Challenge	Pre 74 ISP	Fine Cars	Lotus Challenge	G T Challenge

SPRINT RACES	CLASS (i.e ABCDEFGHIJ etc)	LOTUS CHALLENGE	CLASS (i.e A B C X)
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SPRINGBOK SERIES	CLASS (i.e N P R S T U V W X Y Z)	S A Tourist Trophy	Class
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ENTRANT / SPONSOR / DRIVER DETAILS

ENTRANT/SPONSOR		Ent. Lic. No.	
Postal Address		Tel. No. (w)	
	Code	Fax No.	
E-mail:		Cell:	
DRIVER 1		Comp. Lic. No.	
Postal Address		Tel. No. / Cell	
e-mail:		Tel. No. (w)	
Domicile		Date of Birth	
DRIVER 2		Comp. Lic. No.	
Postal Address		Tel. No. / Cell	
e-mail:		Tel. No. (w)	
Domicile		Date of Birth:	
DRIVER 3		Comp. Lic. No.	
Postal Address		Tel. No. / Cell	

e-mail:		Tel. No. (w)	
Domicile		Date of Birth:	

VEHICLE DETAILS

Make of Vehicle		Type / Model		Year	
Engine Make		Capacity		No. of Cyl.	
Rotary / Forced Induction (Y/N)	<u>Y / N</u>	Deemed Capacity			

DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY ENTRANT / DRIVER / RIDER:

I/We have read and understood GCR's 93, 94, 113, 121 and 122 of the MSA Handbook and signify my/our agreement to abide by these Rules by signing this entry form.

Entrant: _____ (Print) _____ Date _____
 (Signature)

Driver: _____ (Print) _____ Date _____
 (Signature)

SHOULD YOU WISH TO DIRECT DEPOSIT THE ENTRY FEE, THE DETAILS ARE AS FOLLOWS:

ACCOUNT : SCC RACING
 BANK : ABSA
 BRANCH : Centurion
 BRANCH CODE : 632005
 ACCOUNT NO : 9263 448 377

A COPY OF THE DEPOSIT SLIP, CLEARLY MARKED FOR IDENTIFICATION, MUST BE FAXED TO 086 500 4348

FOR OFFICIAL USE ONLY

Date Rec. _____ Entry Fee paid R Documentation _____ Tickets collected _____