



MOTORSPORT SOUTH AFRICA

Association incorporated under section 21
Reg. No. 1995/05605/08

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MSA GENERAL CIRCULAR 3/2005

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This circular serves to confirm that Terry Moss Racing Trust (TMRT) has been appointed as the official timing service for the following MSA championships for 2005/6:

- SA National Karting Championship
- SA National Junior Motocross Championship
- SA National Senior Motocross Championship
- SA National Dirt Oval Racing Championship
- SA National Tar Oval Racing Championship
- All categories forming part of the Vodacom Power Tour

The following terms and conditions apply in this regard:

1. COLLECTION OF TRANSPONDERS

- a) Competitors shall collect transponders from the timekeepers' office or documentation office.
- b) Competitors shall furnish the timekeepers with a current cellphone and work telephone number or any other contact information the timekeepers may require.
- c) Competitors shall sign a document as acknowledgement of receipt of a transponder.
- d) All vehicles shall be fitted with transponders before the first official practice session following their becoming available from the timing officials, and prior to qualifying.
- e) Transponder holders are mandatory and can be purchased from the timekeepers at R60.00 each. In the event of a competitor losing a transponder holder, a replacement will have to be purchased.
- f) Transponders will only be issued on receipt of the relevant competitor's MSA competition license, which will be kept by the timekeepers and handed back on return of an undamaged transponder.

2. MOUNTING OF TRANSPONDERS

- a) All vehicles shall have transponder holders satisfactorily mounted in the correct positions, as per the requirements pertaining to their particular category. This will be strictly checked at scrutineering.
- b) Competitors shall adequately secure and mount the transponder in the prescribed holder, which shall itself be mounted as per (a) above.
- c) In the event of any uncertainty regarding transponder positioning, the onus is on the competitor to clarify such positioning with the timekeepers.
- d) When mounting the transponder on the left or right rear window of saloon cars, a safety cable should be attached to prevent loss due to a shattered window. Adequate securing of such a cable is the responsibility of the competitor.
- e) The scrutineers shall have the right to withhold a scrutineering sticker of approval until such time as the transponder holder/bracket is correctly and satisfactorily mounted.
- f) The pitlane marshal will disallow entry to the circuit if the transponder is not mounted in its bracket, for the first or following practices (depending on when transponders become available from the timing officials) of the official practice day/s.
- g) If a transponder is incorrectly mounted as regards its position for that category, the pitlane marshal will prevent the competitor from entering the circuit.
- h) Furthermore, if the timing officials do not receive a signal whilst the competitor is on the track, the race officials will black-flag the offending competitor and remove him/her from that practice session until such time as the transponder has been correctly and adequately mounted or replaced.

3. LOSS OF OR DAMAGE TO TRANSPONDERS

- a) Competitors assume full responsibility for transponders whilst these are in their possession and shall be held accountable for any loss or damage thereof (including where such loss or damage is the result of an on-track incident).
- b) Loss of a transponder must be reported to the Clerk of the Course and timekeepers in writing immediately.
- c) A replacement transponder will only be issued against payment of R2 000.00 in the form of a cash cheque or cash as security.
- d) No further replacement transponders will be issued to the competitor at any future event unless payment has been received for the damaged or lost transponder.
- e) Any competitor taking part in a race or qualifying without a transponder will either be black-flagged or deemed to be a non-starter.
- f) Should a competitor fail to pay for loss of or damage to a transponder, TMRT will advise the organisers of the next event in which the competitor intends taking part that his/her entry may only be accepted once proof of payment for loss/damage or proof of return of the transponder is produced and verified by TMRT.

4. RETURNS

- a) All transponders shall be returned to the timekeepers' office within one hour after the completion of the last race of the relevant category.
- b) Failure to return a transponder, or accept responsibility for any loss or damage that may have occurred, will result in the offending competitor's licence being retained by the timekeepers. MSA will be advised of such cases, to prevent another licence being issued to the competitor until such time as the timekeepers' requirements have been satisfied.
- c) Licences will be handed back to competitors when the timekeepers have received a returned transponder and have carried out a damage check.
- d) In the event of damage or loss, only payment or a satisfactory guarantee will ensure the return of the licence.
- e) The onus is on the competitor to sign the sheet provided by the timekeepers acknowledging the return of the transponder in the presence of the timekeeper.

5. PENALTIES / FINES APPLICABLE TO COMPETITORS (TIMEKEEPING)

- a) Failure to comply with the above will render the competitor liable for payment of an initial R250.00 penalty to TMRT and an additional R750.00 fine per week or part thereof.
- b) Transponders not returned on the day must be couriered to the timekeeping concern at the address stated in the event supplementary regulations, at the competitor's cost.
- c) The pro-rata weekly fines will be determined on date of receipt from the courier company, and all waybills must be faxed to the timing concern listed in the supplementary regulations.
- d) The costs of repairs to a damaged transponder will be for the account of the competitor.

6. RESPONSIBILITY OF ORGANISERS

- a) Provide timekeepers' full details in the event supplementary regulations (physical address and telephone numbers).
- b) Provide all relevant information pertaining to transponder timing, particularly drawing attention to the responsibilities of competitors.
- c) Supply staff to photocopy results and make these available to all competitors via the official notice board.
- d) Supply photocopy facilities and paper for their own staff to perform the above duty.
- e) Supply a suitable dust-free timing room to accommodate the equipment and timing team, opposite the start/finish line.
- f) Ensure that the timing officials have a clear view of the start/finish line.
- g) Supply two lap scorers for the purposes of manual scoring.
- h) Provide a 1Kw UPS with a minimum standby time of 30 minutes.
- i) Provide a 220v/15A power point.
- j) Provide a 3Kw standby generator with relevant extension leads.
- k) Ensure that the scrutineers enforce the correct positioning and mounting of transponders in the specified transponder holders, as per these requirements.
- l) Start providing the timing supplier (via e-mail or fax) with entry lists (including licence numbers) for the event at least 5 (five) days prior to the close of entries.
- m) Inform competitors that a late entry will be levied with a R50.00 timing penalty, which is payable by the organiser to the timing supplier.

7. POSITIONING (IN CONSULTATION WITH OFFICIAL TIMEKEEPERS)

7.1 Single seaters and sports cars

Across the centre line of the front axles, between the top and bottom wishbone mounted on uncovered bodywork with a clear line of sight to the tarmac.

Any other position requires written consent from the official chief timekeeper.

7.2 Saloon cars (excluding Wesbank V8)

The position is vertically by means of a bracket, no further forward than the B pillar, unless specified to the contrary by the timekeepers.

These will be mounted in consultation with the chief timekeeper to clarify a position common to all.

Full clarity on transponder mounting positions can be obtained from the official timekeepers who have the authority to ensure that these positions are common to all in that particular category.

7.3 Motorcycles

No further forward than the centre-line of the front axle, but in consultation with the official timekeepers to establish a safe common mounting point for all in the category.

7.4 Karts

Underneath the bib, no further forward than the centre line of the front axle for the TranX transponders (yellow or red transponders).

The AMB 400 transponders must be mounted on the side pods, horizontal to the tarmac no further forward than the pod itself.

7.5 Wesbank V8

The position is vertically by means of a bracket, no further forward than the A pillar or door hinge position at the level of the side mirror.

These will be mounted in consultation with the chief timekeeper to clarify a position common to all.

Full clarity on transponder mounting positions can be obtained from the official timekeepers who have the authority to ensure that these positions are common to all in that particular category.

Note: Transponders must be mounted on the right for clockwise circuits and on the left for anti-clockwise circuits, visible to the timing offices.



ADRIAN SCHOLTZ
MANAGER – SPORTING SERVICES

26th April 2005