



2022 SUPER SINGLE ENDURANCE AND SPRINT SERIES

RULES & REGULATIONS

Valid from February 2022

1 GENERAL

- 1.1 The SUPER SINGLE SERIES (SSS) Four Stroke Endurance and Sprint Championships Series will be organized by Vereeniging Kart Circuit. This Championship Series will be run under all the basic rules and regulations governing official motorsport events in South Africa.
- 1.2 Where not specifically mentioned in these rules, Supplementary Regulations or Final Instructions for each event, it is deemed forbidden.
- 1.3 Teams have the right to query any rule or technical matter via the Organizer, the clerk of the course, driver representative or by way of protest. The rules governing always prevail in the first instance.
- 1.4 **It is the responsibility of each competitor to know the rules before the race and to act accordingly, to approach the Clerk of the course with any rule that is not clear, or with any problems encountered during an event.**
- 1.5 The Organizer retains the right to refuse an entry from any driver/s who do not conform to the rules and standards designed in the best interests of the series.
- 1.6 The Organizer holds the right to use information about the teams/individuals to promote the Championship Series and events in line with the POPI Act.
- 1.7 The Organizer has the sole right to liaise with any Series sponsors.
- 1.8 All publication rights belong to the Organizer and/or Series sponsors
- 1.9 On arrival at the circuit it is the responsibility of each competitor and Team Manager to report to the Race Secretary at Administration, to complete documentation. (See times in Supplementary Regulations).
- 1.10 No kart will be permitted to enter the circuit until documentation and scrutinizing has been completed, transponders fitted and track pass stickers issued and medical personnel are in attendance.
- 1.11 Medical personnel will be present during the entire event, please make use of their services in case of need.
- 1.12 A team of marshals and officials will be present during the entire event; this is for your safety. Competitors must at all times obey their instructions, any blatant ignoring of instructions or signal will be dealt with in accordance with the penalty section of these rules. any discrepancy must be taken to the Clerk of the course by means of an incident report. Please give them your full co-operation.
- 1.13 It is compulsory for all competitors and Team Managers to attend drivers briefing, no substitutes will be allowed. The time and place will be listed in the Supplementary Regulations. A R200 fine will be imposed for non-compliance, see 2 (b) of the penalty schedule.
- 1.14 All competitors will wear protective clothing, which covers the entire body; overall, gloves and full face helmet. **Helmets for motocross, cycling, mountaineering etc are not allowed.** Helmets must be suitable for motorsport use and be approved by a reputable standards authority such as DOT, ECE, Snell, SHARP, BSI, AS etc. The scrutineer, safety officer or the committee will rule in cases where any doubt exists as to the suitability of any helmet presented. In case of rain, additional waterproof clothing can be worn, in addition to, but not instead of the clothing already specified.
- 1.15 The use of recording devices mounted on helmets are strictly forbidden, approved position to be confirmed by the COC or Scrutineer.
- 1.16 The use of recreational drugs, performance enhancing drugs and alcohol, is strictly forbidden on any event race day up until the end of the protest period.
- 1.17 Race Directors will be appointed for each event.
- 1.18 From the start of the event, every competitor is bound by these rules and regulations. Each competitor will obey the instructions of authorised officials.



2 SSS CLUB MEMBERSHIP, TEAM REGISTRATION AND ENTRIES

- 2.1 The SSS endurance and Sprint series is only open to paid up members of the SSS Club. The annual membership fee for 2022 season is **R250-00 per driver for the 390 and Junior class**. Guest drivers will be required to purchase a day membership for **R100-00**. A membership application will be published on www.sss.co.za.
- 2.2 An annual SSS Endurance team registration fee of **R750-00** will be charged for each team entering the SSS Endurance Series. The SSS Sprint 390 is **R750** per annum. 300 Juniors, Midgets and Minions competitor registration fee is **R750-00** per competitor entering the Series and includes Member ship fees. This is a fee to cover administration, promotion and set up costs for the Series.

Entry fee per event will be as follows (but may vary for “away” races):

- An additional R200.00 per entry will be added per event to cover the costs for the Idube event, this will be paid over to Idube after each event.
- 390 Endurance R Depending on the duration of the event and will be communicated on the Supplementary Regulations
- 390 Sprint R 1050
- 300 Junior R 700
- Minions R 700
- Midgets R 700

- 2.3 A 390 ENDURANCE EVENT will range between a 3 hour and 9 hour event and will be run as a separate event . A SPRINT EVENT will be made up of a minimum of 3 heats per class. In the case of “force majeure” the organiser reserves the right to change the heat times or number of heats to count.
- 2.4 Event entry fees will be published in the Supplementary Regulations and entry form for each event.
- 2.5 Event regulations, final instructions and entry forms will be published via electronic means by either email, downloadable documents from www.sss.co.za or <https://www.facebook.com/sss.co.za?fref=ts> Facebook page, at least 14 days prior to the event date.
- 2.6 Should the required number of entries not be in the Organizer’s hands by the Wednesday prior to the event, the organizer has the right to cancel and or postpone the event.



3 ENTRANTS/COMPETITORS/TEAMS

- 3.1 The series is open to anyone who meets the age requirements per class and who has paid the required registration fees set out above in section 2
- 3.2 A Super Single Endurance team may only have one driver with an annual Two Stroke Motorsport SA karting license or, who has previously, within the last 2 years, held an annual Two Stroke Motorsport SA karting license, at any event.
- 3.3 All competitors must sign the code of conduct prior to participation. Each team manager and/or entrant will sign an acknowledgement that the Rules and Regulations have been received and all drivers will sign the Code of Conduct.
- 3.4 One driver may be appointed as team manager, or if a non-driver is appointed team manager, his/her name must appear on the entry form as "Team Manager". He/she is responsible for any action/s of any team member or team supporter, to the organizer or clerk of the course.
- 3.5 Endurance teams will consist of a minimum of 2 drivers and a maximum of 6 drivers.
 - 3.5.1 Endurance teams may **never** participate with only 1 driver
- 3.6 Sprint Series teams will comprise of:
 - 3.6.1 SSS Sprint = Minimum 1 driver and maximum 3 drivers
 - 3.6.2 SSS Juniors = 1 driver
 - 3.6.3 SSS Midget = 1 driver
 - 3.6.4 SSS Minions = 1 driver.
- 3.7 No driver may drive a Super Single Endurance kart for more than two(2) hours of the race duration.
- 3.8 In different formats the maximum driving time will be published in the Final Instructions for the event. In cases of "Force Majeure" during an event, e.g. due to injury, illness etc., the clerk of the course, at his/her sole discretion, may authorize a change of driver or divide the time remaining equally between the balance of the drivers in that team. He may not however allow a driver, driving for one team to drive for a second team.
- 3.9 No driver may compete in two teams in the same event
- 3.10 From commencement of official qualifying, only drivers listed on the team entry form may participate in the race. No changes in the listed drivers will be permitted after official qualifying has commenced.
- 3.11 Where less than two drivers arrive for an endurance team, the team will receive penalties as per the penalty schedule. The teams will still need to complete all of the required pit stops as per the final instructions, even if this includes a "simulated" driver change.

4 AGE REQUIREMENTS

- 4.1 Super Single Endurance Series: From the year you turn 16 Years and older
- 4.2 Super Single Sprint – 390cc class: From the year you turn 15 Years and older
- 4.3 Super Single Sprint – Junior Class: From the year you turn 12 to 16 years
- 4.4 Super Single Sprint – 160cc class (Midget): From the year you turn 8 to 12 Years
- 4.5 Super Single Sprint – 50cc class (Minion): From the day of your 5th birthday to 8 Years

To clarify, the years stated above, apart from the minion starting age, is the year that you turn that age i.e. you could start racing 390cc class when you are 15 years old, as long as you turn 16 in that racing year. This allows for some overlap between the age groups and classes

Dispensation will be considered for up to one year either side of the stated age brackets i.e. you could start racing 160 Midget in the year you turn 7. Dispensation must be applied for in writing early enough for the various conditions to be met. Conditions are as follows:



- 4.6 Conditions for dispensation to race outside of the stated age brackets:
- a) The applicant must be able to lap within 107% of the intended classes average best lap times
 - b) Kart weight excluding the driver must conform to the maximum weight restrictions set out in the technical regulations for the intended class
 - c) Must receive a majority approval from the regular entrants in the intended class
 - d) Must receive majority approval from the SSS Advisors
 - e) In the case where a younger entrant joins a more senior class then the driver must wear the “rookie” cross on the back of the helmet for the entire season
 - f) The applicant will be under permanent “observation” for the time that they race under dispensation and the dispensation can be withdrawn at any time by the committee
 - g) Dispensation granted is only valid for the racing year in which it is issued.
 - h) Driver’s previous experience will also be a motivating factor.

5 CALENDARS AND EVENT PROGRAMMES

- 5.1 The organizer reserves the right to postpone, abandon or cancel any event or part thereof.
- 5.2 In the event of postponement, abandonment or cancellation, the competitor/entrant has no right to claim against the Promoters/Organizer in respect of any losses or damages that he/she may thereby incur. In the event of such postponement, abandonment or cancellation, entry fees already paid will be carried forward to the next event, and will not be refunded.
- 5.3 The event program will be circulated with the Supplementary Regulations for each event.
- 5.4 The race/event will be controlled by a Clerk of the course, as appointed by the Organizer. The Clerk of the course holds the right to penalize, and/or exclude competitors or teams. The Clerk of the course will issue final instructions for each event as well as driver’s bulletins if required during the event.
- 5.5 Any final instructions become part of the series rules for that event only. These will be displayed on the Official notice board.

6 COC DUTIES & RESPONSIBILITIES

- 6.1 The COC’s primary duty is to run the race event in accordance with the series rules and regulations, the final instructions and the schedule.
- 6.2 The COC may not amend the rule sets and it is pointless for any competitor to argue the merits of any particular rule with the COC
- 6.3 The COC has a duty to interview competitors and/or supporting staff to ascertain all available facts before committing to a decision to issue a penalty
- 6.4 The COC may instruct karts to be checked for technical irregularities.
- 6.5 The COC may appoint judges of fact where required.
- 6.6 The COC has a duty to apply penalties for infringement/s under these rules and regulations
- 6.7 The COC may withdraw a penalty after due consideration but only with majority permission of the appointed race directors



7 EVENT POINTS, INDEX OF PERFORMANCE AND TROPHIES

7.1 Points scoring will be as follows for each individual race in an event:

1 st place	35 points
2 nd place	31 points
3 rd place	28 points
4 th place	26 points
5 th place	25 points
6 th place downwards	1 point less than the preceding position.

7.2 The winner on the day for any event will be calculated by adding together all of the individual race scores for that event, for each class. Bonus points will not be added on the day.

7.3 In the event of a tie having to be resolved to declare a winner on the day, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number of second places, failing this third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last race shall take preference. In the event of tied competitors not being classified in the last race, then the previous race's finishing order will be taken into account, and so on until the tie is resolved

7.4 The number of places that are awarded trophies on the day is usually determined by the number of entrants per class. The exact number will be determined by the organizers prior to each event.

7.5 An "Index of Performance" trophy will be awarded to the winner of the Index of Performance at each event.

7.6 The "Index of Performance" measure is only applicable to the Endurance class and is calculated as follows:

Each team's actual race time will be divided by the team's fastest lap, giving an ideal number of laps. The actual laps completed by the team will be divided by their ideal laps to give a percentage of "Index of Performance".

Teams **must pass the finish flag in order to qualify for the Index of Performance**. Teams that did not actually pass the finish flag, were disqualified or excluded will score zero for "Index of Performance" for that heat, or heats

In the case of endurance events comprising of several heats, the "Index of Performance" scores will be averaged for the day.

Should the race be stopped by means of a REG FLAG, due to Force Majeure (Not limited to be including events such as, power outages, rain storms, lightning etc) the results will be calculated as the race stands at the point of the RED FLAG. The number of stops, driver changes, driver strategies and other factors will be excluded from the decision making process and results will remain as at the end of the race / RED FLAG.

8 CHAMPIONSHIP POINTS

8.1 The results of the day for each class will determine the order in which the championship points are allocated.

8.2 The points scheme as per point 7.1 above will be applied to the overall day's results. As this is an aggregated result there is no minimum distance to qualify for points.

8.3 Bonus points will be allocated, per class, as follows:

One point for qualifying 1st (Pole position).

One point for the fastest *race* lap recorded on the day (qualifying & practice excluded).

8.4 In the event of a tie having to be resolved to declare a winner for the *championship*, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number



of second places, failing this, third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last *event* shall take preference. In the event of one or more of the tied competitors not being classified in the last *event*, then the previous *events* finishing order will be taken into account, and so on until the tie is resolved

- 8.5 Bonus points will not be awarded should a team be excluded, from qualifying or the race, as a result of disqualification.
- 8.6 In order to score points in the Endurance and Sprint Series a team **MUST** be registered for both series.
- 8.7 Each events "Index of Performance" total will be added to establish the overall winner on "Index of Performance" for the Championship Year.

9 DOCUMENTATION AND RACE DAY PROCEDURES

- 9.1 Special Supplementary regulations (SSR), entry forms, event program and final instructions will be issued at least 14 days prior to the event. These documents lay down the race format and any special rules for the day, which may not be contained in the SSR's or most recent Super Single Four Stroke Endurance and Sprint Series Rules and Regulations. The organizer reserves the right to amend or change the program if deemed necessary for any reason.
- 9.2 Changes to the program or final instructions will be notified by a Drivers Bulletin posted on the official/virtual notice board. All competitors must agree to the Popi Act which will be added to your registration document on the website.
- 9.3 Documentation and pre event scrutinizing will take place on the morning of the event. Transponders will not be issued to any team until all participating drivers have signed an indemnity form.
- 9.4 No team may participate in free practice, timed qualifying or race before completion of documentation, scrutinizing and being issued a transponder.

10 CIRCUIT RULES AND SAFETY

- 10.1 The Organizer reserves the right to allocate pits. These will be posted on the official notice board.
- 10.2 The following rules apply in the pit area, pit lane, refuelling and weighing areas:
 - 10.2.1 Alcohol or smoking is strictly prohibited.
 - 10.2.2 Scooters, roller blades, skateboards, motorised skateboards or bicycles are prohibited.
 - 10.2.3 Karts may not speed in these areas, approx. 15km/hr (Walking pace).
 - 10.2.4 No fuel may be kept in these areas, apart from the fuel pound. Refuelling is only allowed in the official refuelling area.
 - 10.2.5 Children under 16 years of age are not allowed on the pit apron or in the signalling area. It is the responsibility of the team manager to ensure compliance.
- 10.3 Any work, repairs, set up adjustments etc., will only take place in the team's pit area.
- 10.4 Not more than six people are allowed to work on the same kart.
- 10.5 If a kart breaks down on the circuit, only the driver may work on the kart whilst on the circuit (no unauthorised outside assistance). This rule does not apply to the Minion and Midget classes who may have one parent, guardian or team mechanic on circuit to assist in the case of technical difficulty.
- 10.6 The Organizer reserves the right to request competitors to remove trailers to the trailer park immediately after the offloading procedure is completed. Trailers will be impounded if left in the pit area.
- 10.7 For races/events held after dark, additional safety regulations will be issued in the Final Instructions.
- 10.8 All participating karts must be in the pre-race area at least 5 minutes before the published start time of any race. On command of the COC or Chief Marshal the karts will be allowed onto circuit. Once the last visible kart has been allowed onto the circuit the pit lane will be closed. Any late-comers will have to start from the pit lane and will only be allowed onto the circuit once the race has started and all starting karts have passed through turn one without incident.



- 10.9 Timing will be done by an electronic timing system and every team will be loaned a transponder for each event. It is the responsibility of the team to keep this unit in a good condition and return it at the end of the event, on the day. Failure to do so will lead to the replacement cost of the transponder being levied on the team by the organizer. Personal transponders may be purchased, contact the Organizer.
Note: Transponders must be returned before prize giving starts
- 10.10 Flag signals will be the same as used in Official motorsport rules, the start flag will be a green flag unless otherwise notified at Drivers Briefing. It is the responsibility of every driver to know these flag signals and adhere to flag signals displayed by the marshals. Continued failure to adhere or serious disregard for flag signals which may endanger competitors or officials will be penalised.
- 10.11 If the race is stopped by means of a "Red Flag", all karts will proceed to the start/finish line at a slow speed and positions must be held (no overtaking). Minor repairs can be done on the grid, by the drivers, by hand only (no tools are allowed). Karts that need repairs, requiring tools, will be directed into the pits.
- 10.12 Drivers are asked to take into account the safety of everyone on the circuit. If it is clear a driver is a danger to other drivers, he/she will be penalized.
- 10.13 New drivers are asked to please look out for the faster karts and let them pass. Experienced drivers are however asked to be patient with new/slower drivers.
- 10.14 "Rookie" X; New drivers must place a distinct "X" on the back of the helmet and number plate for a minimum of 2 events. The colour of the "X" should contrast with the general colour of the helmet so as to be clear to drivers approaching from behind.
Should a rookie driver circulate on the circuit at a pace that is extremely slow for that class, the COC reserves the right to remove such driver in the interest of their as well as other driver's safety on the circuit.
- 10.15 Obvious blocking is not allowed and will be penalized.
- 10.16 No shortcuts are allowed. Any drivers leaving the circuit will re-join at the nearest point of leaving the circuit, in a safe manner. Failure to do so will result in a penalty. A driver taking a short cut, whether or not a position is gained, will receive penalty.
- 10.17 The Organizers reserve the right at any time during an event to:
Check any kart for technical infringements.
Check the Fuel with a recognized additive meter.
- 10.18 The Organizers reserve the right at any time during an event to halt any kart by means of the black or black & orange flag for:
Dangerous driving
Disregarding flag signals
Disobeying official instructions
Loss of front or back bumper, side pods or nose cone
Oil or fuel leakage
Incorrect clothing or helmet
Suspected insecure helmet (ensure you have no loose or flapping straps around the neck that may give this impression)
Any part or parts of a kart that may be of an unsafe nature to continue racing
- 10.19 Should a driver be forced to stop his/her kart on the circuit for whatever reason/s, the kart must be moved from the track edge as quickly as possible so as not to constitute a danger or interfere with the race or practice session.
- 10.20 No kart may be driven in the opposite direction to that of the event. On track, or in the pits. It is the sole responsibility of the driver when re-entering the circuit from the pits, to ensure it is safe to do so. Any kart wishing to enter the pits must indicate by extending a hand above the helmet at the exit of the corner immediately before the pit entrance.
ANY KART ALREADY ON CIRCUIT HAS RIGHT OF WAY
- 10.21 Kart recovery; Teams must obtain clear permission to enter the circuit to recover a kart. No team member may enter the circuit unless under the supervision of the marshalling team.



- 10.22 "Ballast" or weights placed on the kart in order to bring the kart and driver up to the minimum weight must be affixed in such a manner as to make it impossible to break free unless the chassis is torn apart. Safety clips or retaining mechanisms must be of the highest quality. Loss of these weights/ballast on circuit presents a serious safety hazard and the loss thereof whilst on the circuit in anything but a serious accident will be considered negligent on the part of the team and will be penalized.



11 PIT STOPS/DRIVER CHANGES

- 11.1 A pit stop is defined as a kart coming to a full stop, after crossing the scale, in the pre-race paddock, refuelling area, or allocated pit box and the driver exiting the kart.
- 11.2 Any kart wishing to enter the pit area for any reason, at all times, must signal his/her intention by raising a hand above helmet height on exiting the corner immediately before the pit entrance.
- 11.3 The kart must always be weighed before entering the pits and paddock area. By-passing the weigh bridge will attract a penalty
- 11.4 The number of compulsory pit stops will be advised in the Final Instructions.
- 11.5 Penalties do not count as official pit stops, no refuelling or driver changes are allowed during STOP GO penalties.
- 11.6 The scale marshal will record the weight and kart number each time the kart enters the pits. Should a kart be underweight, the kart will be moved off the scale, the scale reset and the kart re-weighed. Should the kart and driver still be underweight, the driver and scale marshal will sign the entry record. Should the driver not wait to be reweighed in case of underweight reading, the reading recorded will be taken as the weight of the kart on entering the pits.
- 11.7 Only the driver and appointed officials are allowed to touch the kart in the weighing area.
- 11.8 Any work to be carried out on the kart will be done in the team's pit.
- 11.9 Entry onto the circuit is only via the official pit exit. At Vereeniging acceleration may only take place from the tarred area at the old pit exit after the refuelling area. The pit exit is at a high speed point and competitors will ensure it is safe to enter the circuit before doing so and then keep left until the start line. (This may vary from circuit to circuit)
- 11.10 Driver changes will only be effected once the kart is stationary
- 11.11 Driver change, weight changes and chain lubrication may be done outside the refuelling paddock, provided access is given to any other competitors passing through this area. No other work may be carried out on karts in this area.
- 11.12 No driver/weight changes are allowed directly after the weigh bridge.
- 11.13 All driver changes are at the discretion of the team manager, except in cases where the final instructions advise otherwise.
- 11.14 Driver changes may be carried out in the following areas:
 - In the area outside the refuelling paddock.
 - On the paved area before the first covered pit (Off the pit lane).
 - In the team's pit.
 - Inside the pre-race paddock.
- 11.15 Any adjustments to ballast or weights must be carried out in the following areas only:
 - In the area outside the refuelling paddock.
 - On the bricked area before the first covered pit (Off the pit lane).
 - In the team's pit.
- 11.16 "Simulated" driver changes; In the case where a team has to perform a driver change but do not have the minimum number of drivers available, and the current driver will continue in the kart, then a "Simulated" driver change will need to be performed. The procedure will be as follows;

Once stopped fully in the designated area, the driver will exit the kart one side, as he/she would normally do. The driver will then make his/her way around the back or front of the kart and enter the seat from the other side. The driver may not leap over the kart, slide over the front or enter at an angle that would otherwise not be done by a true replacement driver.



12 REFUELLING

- 12.1 Refuelling is only permitted in the designated refuelling area.
- 12.2 No smoking or fires are allowed in the refuelling area.
- 12.3 Only the current driver plus two other team members is allowed in the refuelling area. The refuelling area is defined as follows; within a 2-meter radius around the kart. All other team personnel must remain behind the safety fence.
- 12.4 The refuelling procedure is as follows:
 - Drive slowly into the refuelling area
 - Stop to the left of the orange cones near the marshal.
 - Marshal will position himself with fire extinguisher.
 - Refuelling will only commence once the driver is out and clear of the kart and the engine is switched off.
 - Only when the current driver is out of the kart and the engine switched off, may the other two team members commence refuelling the kart by removing the fuel caps, filling the fuel tank and replace the fuel cap, only when the fuel cap has been replaced may the driver enter the kart and the engine be started.

13 PROTESTS & PENALTIES

- 13.1 Every Team/ Competitor has the right to Protest.
- 13.2 The clerk of the course may act upon reports received from the course marshals, appointed judges of fact or the timekeeper.
- 13.3 Written notification will be posted on the notice board for each penalty applied.
- 13.4 Teams will be notified of each penalty as soon as is practical. In the case of an underweight infringement the signature captured on the weight sheet is considered as notice.
- 13.5 A Stop & Go penalty does not count as a pit stop. Once weighed, no stopping in the pit area is allowed, no driver changes or refuelling will be permitted during this procedure.
- 13.6 There is no "safety" margin in determining an underweight. If the measured weight is not exactly on, or over, the stated minimum weight in the technical regulations, or Supplementary regulations for the day, then penalties will apply
- 13.7 A protest or incident report from a competitor or team must be submitted by the team manager only directly to the COC or race secretary in writing
- 13.8 Under no circumstances is the Clerk of the Course obliged to act on any verbal representation regarding an on circuit incident
- 13.9 Any penalty, or actions, imposed by the Clerk of the course will be strictly adhered to
- 13.10 Any protest shall be lodged within 30 minutes of the grievance or penalty arising
- 13.11 The protest period ends for any event 30 minutes after the final results have been published on the official notice board.
- 13.12 Every protest shall be accompanied by a protest fee of R1000-00
- 13.13 A third party may lodge a "NOTICE" of protest on behalf of his/her team member, together with the required protest fee in the case that circumstances prevent the team manager from doing so.
- 13.14 Protest against a penalty issued by the COC shall be heard as soon as possible, by the appointed Race Directors or substitutes
- 13.15 A protest will be inadmissible if:
 - a) It is against the refusal of an entry
 - b) It is a collective protest
 - c) It is late, except, if the organizer or the clerk of the course deems, that the protest was late, due to "force majeure", or that it was physically impossible to lodge the protest within the required time limit



- d) If the prescribed fee does not accompany the written protest or notice of intention to protest
 - e) If a protest is found to be frivolous, vexatious or in bad faith, by the Race Directors, the protestor, shall be deemed to be in breach of "The Drivers Code of Conduct" and the Rules and Regulations governing the Super Single Series the protest fee will be retained
 - f) If it is a verbal protest
 - g) The team representative or manager has already been noted to have consumed any alcoholic beverage
- 13.16 The COC may impose a lesser penalty if he deems the infringement to be of a minor nature.
- 13.17 The COC may impose a combination of penalties for any infringements of a serious or dangerous nature, or for repeated infringements during any heat, event or championship.
- 13.18 Any fines collected will be used by the Organizer for the furtherance of the series in any way they deem prudent
- 13.19 Should a Protest be upheld, the protest fee is refundable to the team who lodged the protest
- 13.20 The final decision of the race directors may not be protested against and the protest will be deemed finalized in its entirety upon their written notification of their findings on the matter

14 Race Directors

- 14.1 For each event, three race directors will be appointed by the Clerk of the course, the organizer or standing committee
- 14.2 Race directors are chosen as follows from the following:
- a) The Organizer is always appointed as a Race Director
 - b) The Chief Technical Consultant except where technical infringements are concerned
 - c) The Appointed Committee members, social or technical
 - d) The Driver representatives.
 - e) In a combined event, with another Series, their Senior Organizer may be appointed a race director.
 - f) In cases where the protest circumvents all the above, or if there is a conflict of interest situation, the Clerk of the course has the right to appoint any paid up Super Single Series member, sponsor or entrant, as a race director, provided no conflict of interest prevails, or, any person who is conversant with Motor Sport procedures and protocol.
- 14.3 The panel of race directors is to ensure that any situation arising that is not conducive to the series, or safety, will be attended to immediately.
- 14.4 They will hear any protests timeously, and make their decisions known as soon as possible.
- 14.5 The panel is empowered to impose penalties, change the penalties of the Clerk of the course or add additional penalties when warranted, as laid down in the regulations.
- 14.6 Although the Clerk of the course has the total authority to run the event, the race directors have the right to enquire from him on any matter relating to safety, technical or other rulings on the day. To ensure continuity the Clerk of the course may call on the panel, to assist in any decision/s, closure of the circuit, abandonment of any competition, or exclusion of any team or driver.
- 14.7 They may in exceptional circumstances, amend the regulations for the event, only in cases of force majeure.
- 14.8 They may exclude, penalize or apply any penalty, at any time during an event via instruction to the COC
- 14.9 They may amend the final classification results, whether under protest or not.