



SPEED CLASSIC CAPE TOWN

SUPPLEMENTARY REGULATIONS (SRs)

1. EVENT DETAILS

NAME OF EVENT:		Speed Classic Cape Town					
DATE OF EVENT:		25 - 26 October 2025					
STATUS OF EVENT:		Please indicate below:					
INVITATIONAL	X	SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
EVENT:		Speed Classic Cape Town consists of two separate INVITATIONAL events staged under CLUB STATUS: <ul style="list-style-type: none">• Classic Car Saturday (CCS) held on Saturday, 25 October 2025• King of the Mountain (KOM) held on Sunday, 26 October 2025					
VENUE:		PHILIP KGOSANA DRIVE , CAPE TOWN 2,1 km Start to Finish lines, elevation: 150.1m					
GPS CO-ORDINATES:		• 34°01'02.7"S 23°01'42.9"E					
DIRECTIONS:		GARDENS , CAPE TOWN					

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Speed Classic Cape Town (Pty) Ltd
GENERAL ENQUIRIES:	info@speedclassic.capetown
NAME OF CONTACT PERSON FOR COMPETITOR ENQUIRIES:	raceoffice@speedclassic.capetown
NAME OF CONTACT PERSON FOR MSA ENQUIRIES:	Steve Harding steve@hardinglaw.co.za
WEBSITE:	www.speedclassic.capetown
ORGANISER'S NAME:	Speed Classic Cape Town (Pty) Ltd
ORGANISER'S ADDRESS:	1 Nicol St, Gardens, Cape Town
EMAIL ADDRESS:	info@speedclassic.capetown
WEBSITE:	www.speedclassic.capetown

3. JURISDICTION

- Held under the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), and these Supplementary Regulations (SRs), MSA's Safeguarding Policy as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2025 category regulations.
- Any relevant MSA Circulars of **2025**, will take precedence to these Supplementary Regulations.
- **These regulations must be read and adhered to by all competitors.**

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2025212	Permit issued (date):	18 July 2025
Please note that the MSA Flag will be prominently displayed at: The start line.		

5. ELIGIBILITY OF COMPETITORS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 227:

The Race Meeting is open to **invited** drivers complying with the following:

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

6. COMPETITION LICENCES

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

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

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or support@motorsport.co.za

Licence requirement:

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

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

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

- R150 000 in respect of Medical Expenses
- R400 000 i.r.o Disability
- R120 000 i.r.o Death

NB: No Repatriation cover is offered or provided

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

Apart from the cover offered by MSA and mentioned above, each affected foreign competitor is welcome (and indeed encouraged) to arrange their own higher limits of cover through a third party insurer. They are also encouraged to consider arranging repatriation cover for themselves to enable them to be returned to their home countries if injured. Should you have any foreign competitor intending to participate in South Africa, please contact Rashaad Monteiro at MSA head office – 011 675 2220 / rashaad@motorsport.co.za – to make the necessary arrangements with regard to insurance cover for them.

Please note that the above only deals with insurance cover and does not affect anything to do with the other requirements surrounding the participation of foreigners, such as licensing and starting permissions or a letter of release from the foreign competitor's ASN where required.

7. INJURY REGISTER

Where a competitor has appeared on the injury register, it is that competitor's responsibility to ensure that they have submitted a medical certificate indicating that they are fit to compete in motorsport no later than 5 (five) working days before the start of the event. This certificate is to be reviewed and processed by MSA Head Office.

It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

Please Note: Competing while appearing on the Injury Register will result in potential claims being repudiated by the MSA Group Accident Policy.

Refer to Appendix L - Article 2.9

8. ENTRANTS LICENCES

Where the entrant is NOT the driver / rider, an entrant's licence must be obtained from MSA and submitted together with the entry form. Failing which, the entrant's name **WILL NOT** be published in the event programme.

9. ADVERTISING & PUBLICITY

Refer to Standing Supplementary Regulations as shown below, as well as GCR 247 and 248:

9.1 It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated by the Organisers and/or Promoters. In line with South African legislation, no historical tobacco related livery or advertising will be allowed.

9.2 To protect the event sponsors rights, competitor sponsor branding will be allowed but confined to the inside of their respective pit only. Any branding found outside of the competitor's pit entrance, as defined by the marquee frame, will be removed.

9.3 Release of Media and Intellectual Property Rights

Any and all Speed Classic Cape Town events shall not be recorded or photographed for **commercial** purposes without the express written consent of Speed Classic Cape Town (Pty) Ltd ("SCCT").

All media (including images, photos, video footage, drawings and audio recordings) and intellectual property rights related to or associated with SCCT events (collectively, "Media"), including the Cape Town Time Attack ("CTTA"), belongs to SCCT, and is wholly reserved in perpetuity to SCCT and its licensees.

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

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

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

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

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

9.4 Notice of Filming and Photography

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

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

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

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

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

9.5 Trademark Use

Speed Classic Cape Town grants to the Entrant the revocable, limited, non-exclusive, non-assignable, non-transferable right to use SCCT trademarks, and all related trademarks, trade dress, slogans, logos, taglines, labels, other designs and production identification and other materials provided by SCCT (“Trademarks”) provided all such uses and the manner and nature of such use receives SCCT’s prior written approval.

This license is solely and strictly for participation in the Event by the Entrant and shall not be extended to any other purpose. Except for this limited license, no other rights are granted herein by SCCT the Entrant.

At all-times SCCT shall remain the exclusive owner of the Trademark and its trademarks, trade dress slogan and logos.

Entrant rights to use any of the Trademarks, shall immediately cease upon the completion of the Event or earlier termination of this right by SCCT for any reason in its sole discretion.

The Entrant acknowledges that the provisions of this right does not convey to the Entrant any proprietary or other right, title or ownership interests in the Trademark. The Entrant will not use or attempt to register the Trademarks. Any use of Trademarks by the Entrant shall inure to the benefit of SCCT and the Entrant shall not utilize the Trademarks in any manner which would diminish its value or harm the reputation of the other party or the value associated with the Trademarks except as expressly stated herein. The Entrant will procure that no third party shall alter any of the Trademarks, without the prior written consent of SCCT. For the avoidance of doubt, the consent of SCCT required for the purposes of these rights may be given or withheld at the sole and absolute discretion of SCCT and with such caveats and/or conditions as SCCT, in its absolute discretion, deems appropriate for the protection of the Trademarks. All materials using any Trademarks shall be subjected to prior review and written approval by SCCT.

For the avoidance of doubt SCCT shall not be responsible for the legality of the use of the Trademarks or any third-party rights or licenses and/or permission necessary to exhibit, publish, distribute and/or public performance by the Entrant and/or related materials produced by the Entrant.

10. DUTIES OF THE OFFICIALS

Refer to GCRs Part VII.

11. OFFICIALS OF THE EVENT

<u>ROLE</u>	<u>NAME & SURNAME</u>	<u>GRADE</u>	<u>LICENCE NUMBER</u>
OVERALL CLERK OF THE COURSE	<i>Steve Harding</i>	<i>A</i>	<i>44328</i>
DEPUTY CLERK OF THE COURSE	<i>Craig Lovett</i>	<i>B</i>	<i>12275</i>
MSA STEWARD	<i>Dennis Agnew</i>		<i>44276</i>
CLUB STEWARD	<i>Neva van der Merwe</i>		<i>13414</i>
SAFETY OFFICER (Motorsport)	<i>Steve Harding</i>		<i>44328</i>
EVENT SAFETY OFFICER (SASREA)	<i>Eyethu Events</i>		-
ENVIRONMENTAL STEWARD	<i>Neva van der Merwe</i>		<i>13414</i>
EVENT SECRETARY	<i>Lizelle van Rensburg</i>		
ASSISTANT EVENT SECRETARY	<i>Keeley Jo Londt</i>		<i>44116</i>
CHIEF MEDICAL OFFICER	<i>Dr. Wayne Smith</i>		-
TIME KEEPING SERVICE PROVIDER	<i>ZA Timing</i>		-

CHIEF TIMEKEEPER	<i>TBA</i>		
STARTER	<i>Andre Grewe</i>		<i>15470</i>
CHIEF MARSHAL	<i>Paul Lehmann</i>	<i>10</i>	<i>13807</i>
TECHNICAL CONSULTANT	<i>TBA</i>		
CHIEF SCRUTINEER	<i>Pieter Smal</i>	<i>A</i>	<i>16592</i>
ASSISTANT TO THE CHIEF SCRUTINEER	<i>Peet van der Walt</i>	<i>C</i>	<i>4376</i>
COMPETITOR LIAISON OFFICER	<i>Karen Londt</i>		<i>19062</i>
MEDICAL SERVICE PROVIDER (On Track)	<i>Metro EMS</i>		-
MEDICAL SERVICE PROVIDER (Public)	<i>TBA</i>		

12. CLASSES

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

Classes are based on formulas that have proved to be an overall success in previous events and new classes identified as being relevant. By submitting an entry, competitors must accept in the spirit of the event that the performance potential between vehicles within the classes is relatively wide due to the large variety of cars that can potentially participate.

If less than 3 entries per class are received the Organiser reserves the right to cancel the class.

If the Organiser becomes aware of any technical specification pertinent to the class that the car is entered into or any competitor posts a time appreciably quicker than the appropriate performance envelope the Organiser reserves the right to move the car into another class for the duration of the event.

CLASSIC CAR Saturday

CLASS:	STATUS:	DESCRIPTION:
<i>H1</i>	<i>Invitational</i>	<i>Pre-1985 road cars (full interior trim retained)</i>
<i>H2</i>	<i>Invitational</i>	<i>Pre-1991 road cars 4-cylinder (full interior trim retained)</i>
<i>H3</i>	<i>Invitational</i>	<i>Pre-2001 road cars Rotary, 6-cylinder & above (full interior trim retained)</i>
<i>H4</i>	<i>Invitational</i>	<i>Pre-1978 racing saloon cars 4-cylinder</i>
<i>H5</i>	<i>Invitational</i>	<i>Pre-1978 racing saloon cars Rotary, 6-cylinder & above</i>
<i>H6</i>	<i>Invitational</i>	<i>Pre-2001 racing saloon cars, 4-cylinder</i>
<i>H7</i>	<i>Invitational</i>	<i>Pre-2001 racing saloon cars, Rotary, 6-cylinder & above</i>
<i>H8</i>	<i>Invitational</i>	<i>Pre-1986 single seater, Sports & GT</i>

KING OF THE MOUNTAIN Sunday – Road going Production Cars

CLASS:	STATUS:	DESCRIPTION:
<i>A1</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 4-cylinder – TC or SC, F or 4WD</i>
<i>A2</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 5, 6-cylinder & rotary – TC or SC, 2WD</i>
<i>A3</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 5, 6-cylinder & rotary – TC or SC, 4WD</i>
<i>A4</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 5, 6-cylinder & rotary – Naturally aspirated</i>
<i>A5</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 8-cylinder & above – Naturally aspirated</i>
<i>A6</i>	<i>Invitational</i>	<i>SP Road going saloon cars: 8-cylinder & above – TC or SC</i>
<i>A7</i>	<i>Invitational</i>	<i>SP Road going saloon cars: Hybrid, electric, hydrogen or solar powered</i>

TC = Turbo Charged SC = Supercharged SP = Standard Production

KING OF THE MOUNTAIN (Trophy) – Modified Saloon Cars		
CLASS:	STATUS:	DESCRIPTION:
B1	Invitational	Racing cars: 4-cylinder – Naturally aspirated
B2	Invitational	Racing cars: 4-cylinder – Unlimited
B3	Invitational	Racing cars: 5-cylinder & above – Naturally aspirated
B4	Invitational	Racing cars: 5-cylinder & above – Unlimited
B5	Invitational	Racing cars: 8-cylinder & above – Unlimited
KING OF THE MOUNTAIN – Single Seater & Sports Prototypes		
CLASS:	STATUS:	DESCRIPTION:
C1	Invitational	Single seater racing cars: 4-cylinder – Unlimited
C2	Invitational	Single seater racing cars: 4-cylinder – Naturally Aspirated
C3	Invitational	Single seater racing cars: 5-cylinder & above – Unlimited
C4	Invitational	Sports prototypes: – Naturally Aspirated
C5	Invitational	Sports prototypes: – Unlimited
C6	Invitational	Sports prototypes: Hybrid , Electric or Hydrogen unlimited

13. CLASS INFORMATION

A) CLASSIC CAR SATURDAY

- i. All vehicles must adhere to the spirit of Classic Car Saturday which aims to honour period cars. Therefore, all silhouette (including wings and spoilers), chassis, engines and drivetrain must be indicative of the period the car was produced or raced.
- ii. A maximum leeway period of up to 10 years is permissible to allow use of more modern engine and drivetrain alternatives provided they remain within the original manufacturer make and concept.
- iii. Carburetors may be replaced with throttle bodies and fuel injection
- iv. NO launch control or traction control devices or systems are permissible.
- v. NO additional aerodynamic ground effect or diffuser devices are permissible excepting what is period correct.
- vi. All forms of sequential gearboxes (irrespective of model year) are disallowed.
- vii. Cars must comply with their original specification and architecture, and in interpretation of these regulations and adhering to “what is not specifically permitted is disallowed.” Refer to GCR 226.
- viii. Classes H2, H3 are specifically aimed at street legal, currently licensed road cars indicative of the period with conventional tyres (Tyre Rule and Instruction, point 27 applies).
- ix. No tyre warmers allowed but racing tyres (slick or semi-slick) are permitted in classes H4 , H5, H6, H7 H8 only. Refer to point 27 d).
- x. Nitrous Oxide Systems (NOS) are strictly forbidden for **ALL** classes.

B) KING OF THE MOUNTAIN (TROPHY) - ROAD GOING SALOON CARS & SUPERCARS

- i. All ‘A’ category classes are specifically aimed at standard production, road legal saloon type vehicles which are produced by a recognized manufacturer and are sold via their respective dealer networks. New cars or cars with model year changes yet to be launched will be accepted at the organizer’s discretion provided that the intended published introduction date falls within the current year.

Cars must comply with their original specification and in interpretation of these Road Going Car regulations “**what is not specifically permitted is disallowed**” Refer to GCR 226.
- ii. Limited production variants with OEM approval may be considered for acceptance subject to the following:
 - A bona fide, widely published, detailed specification brochure (clearly indicating the changes and additions from standard specification) is to be submitted in pdf format via email to entries@speedclassic.capetown at time of online registration. The brochure or accompanying documentation **must** contain proof of OEM’s continued warranty cover.
 - The car is currently released and is available for order and purchase via the respective manufacturer’s global dealer network.
- iii. The body shape must represent the standard silhouette. No aerodynamic modifications or aids are allowed other than those fitted to the car as original equipment or as reflected in the brochure in the case of ii).

The vehicle interior must be as per the original model including seats (except driver's seat which may be as per iv) door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages. The driver's seat bracket may be altered, and the driver's seat exchanged for a racing seat.

- iv. It is recommended that Road Going Cars be fitted with a driver's seat with integral roll cage or equipped with a roll cage to MSA specification and FIA approved driver harness and seat. The Technical Consultants decision will be final in terms of safety to allow the car to run.

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

- v. Only standard road tyre and wheel combinations are permitted for use in the A classes. The tyre type and dimensions must be in line with the manufacturer's original equipment specification for the model. Tyre and wheel combinations from another model by the same manufacturer may be used . Note: No tyre warmers allowed.

Wheel dimensions are defined by their diameter, width of rim and offset. **The Tyre Rule and Instructions as per point 27 of these regulations will be strictly enforced and adhered to.**

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

To ensure compliance, the fuel to be utilized will be purchased by the competitor from a pump at a local fuel station in Cape Town.

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

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

The organizers have the right to undertake fuel testing:

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

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

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

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

- x. The event technical consultant / Organiser in conjunction with the Clerk of the Course reserves the right to check vehicles competing in their respective "A " classes for eligibility PRIOR to the event, whereby the Scrutineer / Technical consultant may seal various items at his discretion for further post event inspection. Competitors will be informed of the need to present their vehicles for this requirement via the WhatsApp Official Notice Board.

- xi. Thereafter, such inspections will be carried out at the event, competitors will be informed of the venue by means of a bulletin after publication of the final entry list. Competitors are required to provide the necessary manpower and tools to remove components as requested.

- xii. To pre-empt cars not complying with 13B and to avoid post event protests, the Organiser will, via the digital Official Notice Board, specify a 30 min period to be scheduled before the first qualifying run on Sunday 26 October 2025.

During this time, competitors with bona fide concerns regarding the compliance and legality of specific car/s are encouraged to raise such concerns directly with the Clerk of the Course in writing via WhatsApp for consideration by the event's technical consultants.

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

Based on the outcome, the Organiser reserves the right to move the car to an appropriate B class as per clause 4.9 if the car is compliant with the technical and safety regulations of that class.

C) KING OF THE MOUNTAIN (Trophy) – MODIFIED SALOON CARS: – ALL B Classes

CLASSES B1 to B5 are open to Saloon type cars, EV's SUV's and UV's (Bakkies) Internal Combustion, Hybrid or Hydrogen powered with UNLIMITED modifications including the use of Nitrous Oxide System (NOS) / Water Meth's, etc.

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

D) KING OF THE MOUNTAIN (Trophy) – SINGLE SEATER, SPORTS CAR, and SPORTS PROTOTYPES:- ALL C Classes

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

**** NATURALLY ASPIRATED ENGINE GLASSES**

The listed "Naturally Aspirated" engine classes are meant as such in the spirit of these regulations. Cars equipped with systems for injection or induction of any other substances into the engine and inlet system, such as but not limited to, Nitrous Oxide system (NOS) / Water Meth's, will only be considered and accepted to compete in the B & C Unlimited classes.

The only exception being the respective **naturally aspirated engine classes** whereby injection or induction of any substances into the engine and inlet system is not permitted. **Use of water Meth's and Methanol is NOT permissible.**

14. ENTRIES

Refer to Standing Supplementary Regulations, as well as GCR 22, 91, 111 and 114.

1. Telephonic applications / entries **WILL NOT** be accepted. **Correspondence with the Organiser / officials will be via email only. No text, WhatsApp or other electronic messaging will be accepted or answered to during the registration process.**
2. **The Applications / Request for Invitation process for competitors hoping to be part of the field will open for online registration on 15 July 2025 and close on 15 August 2025.** Invited entries will be chosen through the Request for Invitation process by the SCCT Selection Committee.
 - a. Prospective competitors wishing to submit an Application / Request for Invitation with their chosen competition car are requested to register online via www.speedclassic.capetown. Applications will be duly considered by the Organiser who will issue a formal invitation to compete to successful applications.
3. **Applications received for more than one car in one event (CSS or KOM) will result in the rejection of car(s) as selected by the Organiser.**
4. One online entry must be completed for each car. Incomplete documentation will be rejected.
5. It is the competitor / entrant's sole responsibility to complete the entry form in full.
6. Accepted drivers will be invited by means of a formal, system-generated email.
7. Unsuccessful applicants will be informed by a system-generated email.
8. **PLEASE NOTE:** Applications / Requests for Invitations are not accepted on a first-come-first-served basis, but purely according to Organiser's criteria. However, we do recommend that applications are not left to the last minute as the selection procedure is an ongoing process.
9. **ORGANISERS' CRITERIA: The Organisers' mission is to put on the best show possible to appeal to competitors, spectators and general public alike. They have the difficult task of selecting the final entries for the event, based on the following considerations:**
 - a. Best representation of participants for the event as a whole. **The Organiser reserves the right to request photographs or brochures of the car, complete in race trim (rear, in profile, & front) as part of the entry selection process.**
 - b. Number of cars applied for a particular class (it is preferred to have at least three cars in each class, but this is not always possible).
 - c. Number of cars representing a particular type or model in a class and/or event.
 - d. Driver profile and his/her racing history.
 - e. Historic performance in an event category (not applicable for 2025, but will be for future events)
 - f. Whether the car is special in any way.
 - g. Whether the car has spectator appeal.

IMPORTANT INFORMATION REGARDING ENTRIES DUE TO THE CLASH WITH THE NATIONAL EXTREME FESTIVAL EVENT AT ZWARTKOPS ON THE SAME WEEKEND:

- a. MSA will take full responsibility for managing all competitor communication regarding entries not accepted and ensure that there is no conflict between the two events.

- b. National Extreme Festival Competitors will not be invited to enter the Cape Town Speed Classic event.**
c. MSA is required to veto any such entries in order to avoid disruption or conflict.

10. Entry Fees (Refer to GCR 95)

- a. Classic Car Saturday - All Classes: R10,000
- b. Classic Car Saturday - Manufacturer Entries: R15,000
- c. King of the Mountain Shootout - All Classes: R15,000
- d. King of the Mountain Shootout - Manufacturer Entries: R15,000
- e. Access to the Driver Chill Zone ("Drivers' Club"), which includes access for two (driver plus one). Additional tickets for crew may be purchased at R1000 per person.

11. Entry Fee Inclusions

- a. MSA levy
- b. Timing transponder
- c. Four entry passes (one competitor & three crew members)
- d. One parking sticker per event for the support vehicle

12. Competitor Passes & Access

- a. Competitors requiring extra tickets must purchase pit access tickets via the online ticketing system.
- b. Classic Car Saturday competitors and support crew will be allowed general and pit access to the main event on Sunday, using their competitor passes.
- c. King of the Mountain competitors and support crew will be allowed general and pit access to the Saturday event, using their competitor passes.
- d. Due to space limitations, competitor passes **do not include** parking behind the pits. Pit priority parking can be purchased online. Alternatively, public parking areas must be used.

13. Late Applications

- a. Any Requests for Invitation received after 15 August 2025 may be accepted at the discretion of the Organiser, up and until the publication of the final entry list.

14. The Promoter and/or Organiser reserves the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100). Unsuccessful applicants will be notified as soon as practicably possible.

15. Successful Application: Securing Your Entry

- a. Competitors that are approved will receive a system generated email confirming their invitation and will be required to make **full payment via the entry portal** within 48 hours of the email being sent. **Failure to make payment within the stipulated time may result in the entry application being rejected at the discretion of the Organiser.**
- b. A maximum of 110 entries will be accepted for the King of the Mountain Shootout and 80 entries for Classic Car Saturday. These entry numbers may be adjusted at the discretion of the Organiser.
- c. The Organiser **may reserve** a limited number of starting slots for special purposes which in certain circumstances will allow competitors that were not successful in securing an entry a late opportunity to gain an entry. The cost of these entries will incur premium pricing dependent on the type. The types available will be as follows (not all may be allocated in any one year):
 - i. Sponsors
 - ii. Special guest invitees
 - iii. Media entries
 - iv. Manufacturer entries

16. Entry and/or Driver Transfers & Changes

- a. Transfer of a confirmed entry and driver to another person or competitor will not be allowed once the FINAL entry list is published. Any change to the final entry list is subject to the Organiser's discretion.
- b. No change of competition vehicle from the registered and intended entry will be allowed once the Final entry list is published. Any change prior to publication of the final entry list is subject to the Organiser's discretion.

17. Cancellations

- a. Should a competitor be forced to cancel his / her entry the following will apply:
 - i. Cancellation from 15 August to 1 September 2025: 50% of the entry fee will be forfeited.
 - ii. Cancellation after 1 September 2025: 100% of entry fee will be forfeited.
- b. If an accepted competitor or vehicle cannot compete for any reason after this date, the entry will not be transferable to a future event, and the entry fee will be forfeited accordingly.

18. Acceptance of Rules

- a. Every person who participates in the event shall be deemed to be acquainted with these Supplementary Regulations and shall agree to the acceptance of same as published, amended or supplemented, and shall agree to be bound by same. Bulletins and Amendments will be emailed to each Competitor and published on the website www.speedclassic.capetown under [Regulations](#).

All entries are subject to the Organiser and promoter's discretion using criteria as the Organiser deems fit at the time.

**No car can be entered with two drivers. No driver can compete in more than one car in a single event.
Drivers are allowed to compete in both events, but NO car can compete in more than one event.**

15. EVENT FORMAT

A) CLASSIC CAR Saturday

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

1. The official list of target times (seconds) for each respective competitor/car will be predetermined by the Organiser and communicated, via bulletin, to competitors in parallel with publication of the final entry list.
2. After the practice runs, and prior to qualifying, the Organiser will review the target times at its discretion. Adjustments will be made where deemed necessary. A revised list of target times will be communicated via the event WhatsApp notice board ahead of the qualifying runs.
3. In the interest of fairness and credibility the Organisers, together with the Chief Timekeeper and CoC, reserve the right to finally adjust individual target times prior to the final qualifying round whenever deemed necessary.
4. The qualifying runs will determine the three best competitors on handicap that beat (or come closest to) their target times. These three competitors will contest the class final.
5. The class final will be in the form of a single run shootout (one time to count) scored on handicap to determine first, second and third place.

The fastest three competitors from each class, determined by the fastest times (H1 on handicap) from the qualifying runs, will go through to the respective class finals.

The class final will be a single run shoot-out to determine the positions and winner of each class.

Thereafter, **the ten fastest competitors, as determined from the qualifying runs** will go through to a further single run shoot out (starting order: 10th to 1st) to contest and determine the winner.

Upon completing their runs, competitors will be required to return to their allocated pits via the upper Philip Kgosana Drive as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the road.

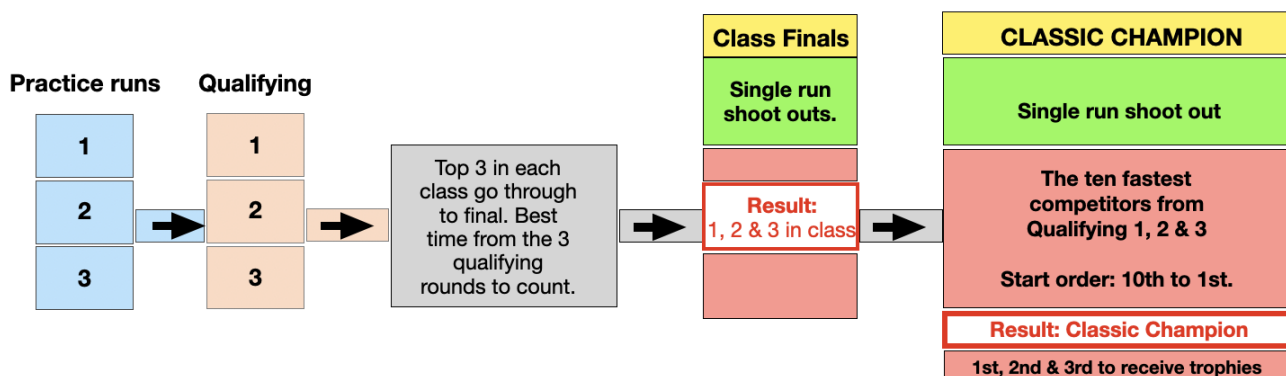
Competitors failing to obey the rules of the road will lose their time from the run just completed. Should the Organiser become aware of the infringement only at a later time it reserves the right to fine the competitor for the offence.

Competitors must switch position on route with the other competitor sharing a pit to assist with ease of returning to the allocated pit parking. Competitors will not be allowed to stop along the return route other than as per this clause.

Please note: Should there be a delay during any session for whatever reason, it will be the Clerk of the Course's discretion in consultation with the Stewards to cancel the session, or part thereof, at any time. If any such cancellation takes place, all practice/qualifying times set by all competitors that have completed the session up to that point will be discarded. It is therefore recommended that competitors do not target any particular session to set a qualifying run time but rather complete a 'banker' time in case of a session being cancelled.

Event Format : Classic Car Saturday

Saturday



B) KING OF THE MOUNTAIN (TROPHIES) - SUNDAY:

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

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

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

The fastest three competitors from each class, as determined by the fastest times from the qualifying runs, will go through to the respective class finals in the form of single run shoot-outs to determine 1, 2 & 3 in each class.

Thereafter, the ten fastest competitors in each of the categories A, B and C, **as determined by the fastest times from the qualifying runs**, will go through to a further single run shoot-out (starting order: 10th to 1st) to contest and determine the KOM-Trophy winner in each category as detailed below.

Upon completing their runs, competitors will be required to return to their allocated pits via the access road as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the road and City of Cape Town. **Competitors failing to obey the rules of the road will lose their time from the run just completed.** Should the Organiser become aware of the infringement only at a later time it reserves the right to fine the competitor for the offence.

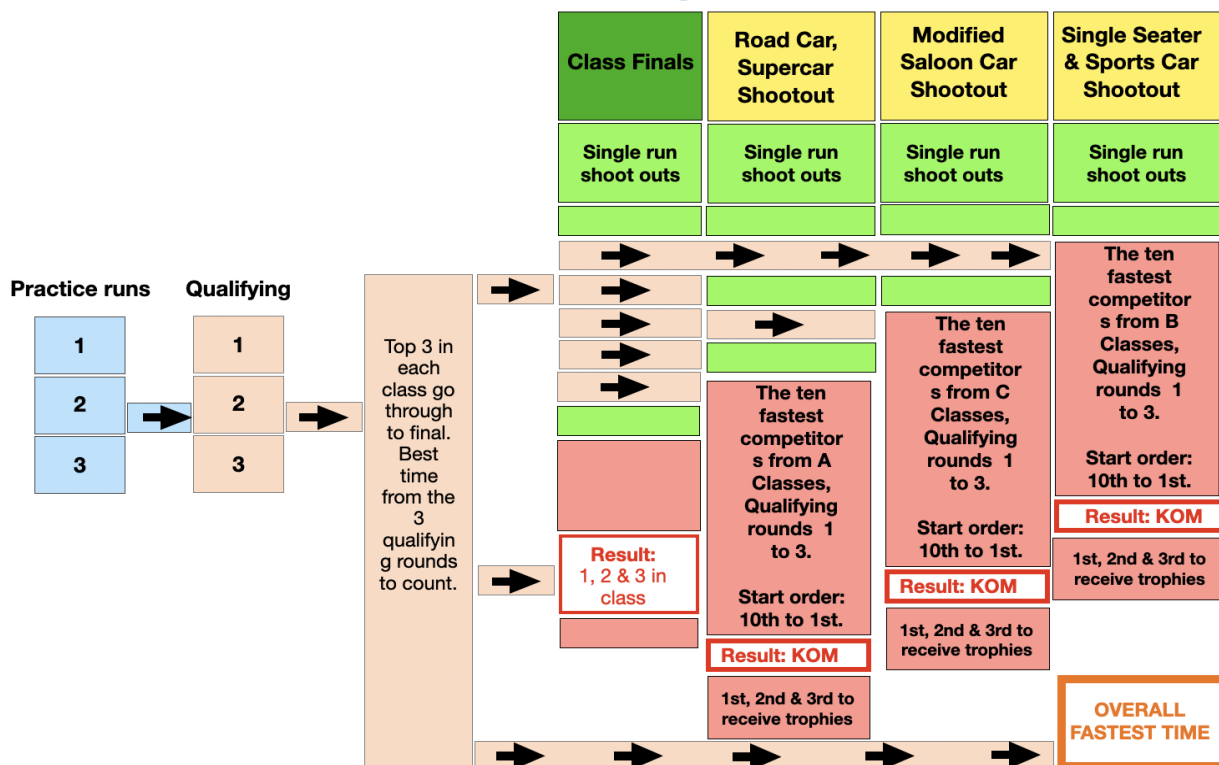
All cars with a ground clearance of 50mm as measured on a flat plane throughout the entire underbody, suspension & drivetrain will not be allowed to return to the pits down the hill. If competitors **NOT** deemed to be "flatties" by the Organiser fail to adhere to this rule and return to the pits down the hill, they will lose the time set in that run. **Refer to GCR 251**

Competitors will not be allowed to stop along the return route other than as per this clause, or if so directed by the organisers of the event.

Please note: Should there be a delay during any session for whatever reason, it will be the Clerk of the Course's discretion in consultation with the Stewards to cancel the session, or part thereof, at any time. If any such cancellation takes place, all practice/qualifying times set by all competitors that have completed the session up to that point will be discarded. It is therefore recommended that competitors do not target any particular session to set a qualifying run time but rather complete a 'banker' time in case of a session being cancelled.

Event Format : King of the Mountain

Sunday



TIEBREAKER RULES:

Class Finals:

In the event of a **tie for any position** in the Class Finals the competitor with the **fastest qualifying time will be awarded the place.**

Should there still be a tie, the second fastest time will count.

Classic Champion and King of the Mountain Shootout, Top 10 Qualifying:

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

Classic Champion and King of the Mountain Shootout:

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

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

16. COMPETITION NUMBERS

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

1. The Organiser will supply competition numbers to all competitors. Competitors will be notified via the WhatsApp Notice Board on how to collect their race numbers from the Welcome Centre.
2. Background panels and relating numbers are to be affixed to each front door of saloon/hatch cars. The number decals as supplied by the Organiser must be applied to these panels including the event sponsor branding.
3. Single Seaters and Sports Prototypes are to affix panels and numbers to the sidepod, rear wing end plate or engine cover of the car in a prominent position. In all cases the panels must be clearly visible from both sides (left and right) of the car. The number decals as supplied by the Organiser can be cut to fit the panels on condition that all numbering and sponsor branding is affixed to the car and is clearly visible.

17. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below. Competitors' attention is drawn to SSRs 17, 46, 48, 49, 50 and 51.

The organisers are aware that Philip Kgosana Drive is a major arterial route which may be driven by competitors in the lead up to the event. Competitors should note that should the organisers become aware of any traffic contravention on this road, between the Roeland Street Fire Station, and the split to the M3 and N2, of which the issue of an official traffic ticket or summons shall serve as proof, the competitor concerned will immediately be barred from taking part, or after the commencement of the event be excluded from further participation, and reported to Motorsport South Africa for further action.

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

Judges of Fact

One or more Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be communicated to competitors in the Final Instructions, or by means of a bulletin.

Incidents / Retirements

Competitors' attention is drawn to SSRs 60, 61 and 62.

Incidents During Practice Sessions

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

Vehicles Abandoned on Circuit

Any vehicle abandoned on circuit must be left unlocked, and if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the circuit, which is locked, will be moved by any practical and available means and the Promoter, Organiser and Officials will not be liable for any subsequent damage (refer SSR 10 (iii)). Single seater competitors must ensure that the steering wheel is in place and the vehicle is left in neutral, unless otherwise indicated by an official.

Fuel, Oil or Coolant Spillage

Competitors are requested not to overfill their fuel tanks as spillage of fuel is damaging to the surface of the race circuit. Any vehicle spilling fuel, oil or coolant should leave the circuit immediately and pull off to a safe and stationary position on the side of the track (refer SSR 50 (iii), (iv) and (v)).

Course damage

All reasonable course damage caused by a competitor during the event will be covered by the Organiser. The Organiser will determine what is reasonable damage at its sole discretion. Competitors may directly incur any extra cost for damage to property, fences, signage, other equipment and/or structures on the course and access roads.

Improper Language or Conduct

The success of the event has been built on a relaxed atmosphere and environment which allows all parties involved to enjoy themselves. While we acknowledge that the event has become more competitive over time and will continue to do so, the Organiser remains intent on continuing to keep an atmosphere of fun and camaraderie at all times. As such any issues, queries or disputes pertaining to the event or entries are to be handled in line with the MSA rule book and in the appropriate spirit of the event. **GCR 172 will be strictly enforced in this regard.**

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

18. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the MSA Environmental Code:

- Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom). Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles is allowed by the Organiser.
- For Cars the whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.
- In combination with the Environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
- The key-elements to consider, when deciding on an environmental mat, are the following:
 - The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
 - Under no circumstances must it allow vehicle fluids to seep through onto the soil, thus having to consist of an **impermeable** (liquid proof) base.
- Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container will be available at the fuel storage container. Any damaged mats **MUST** be disposed of in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.
- **Any used oil is to be captured and decanted into the USED OIL drum made available in the fuel container.**

19. OFFICIAL NOTICE BOARD

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

Physical notice boards will be replaced by an online/electronic system (WhatsApp Community) to disseminate information to competitors at all times.

20. DOCUMENTATION

1. Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event Organiser's / promoters together with their entry form.
2. Competitors can download copies of their competition licences from the msaonline.co.za platform.

3. No entry will be granted to the event premises without the suitable documentation being completed, and in order, in advance of the event.

21. SCRUTINEERING

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

1. Self-declaration of vehicle safety and eligibility shall apply.
2. **Self-declaration scrutineering form will form part of the online registration process and must be completed in full.**
3. Pre-event and Post-event Scrutineering checks may be carried out, if the Clerk of the Course or Stewards deem same to be necessary.

VEHICLE IMPOUNDING:

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

22. DRIVERS' BRIEFING

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

Drivers briefing will be via the Competitor Notice Board on WhatsApp.

23. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239.

1. No competitor will be permitted to practice or race without the correct safety apparel (refer GCR 239 and SSRs 7 and 46 (iii)).
2. Fire-resistant clothing must be in good condition and should be FIA-approved or locally produced by a recognised manufacturer from flame-retardant material.

24. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCRs 261 – 265, 267 - 271.

- The starting signal will be given by means of the lowering of the MSA flag.
- Starting positions will be in competition number order.
- Transponders are to be mounted / affixed to cars on the right-hand side.
- A "down arrow" decal will be affixed by the Officials to the right-hand side of the car at the lowest point in the vertical plane which corresponds to the actual transponder fixed position as specified above.
- At the start line, in readiness and prior to each timed run, a marshal will ensure that the car is in the required fore & aft position with the "down arrow" directly above and in line with a predefined transponder line located below and before the official start line.
- Cars will start at approximately 20 second intervals. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. **ONE practice start "burn out" will be allowed at the pre-start line only.** This rule must be strictly adhered to; offenders will be excluded from further participation in the event.
- Cars causing an undue delay by not being ready to enter the pre-start zone at the time the car ahead has left the start line will be penalised by discarding the time for that particular run.
- In the Class Finals and Top 10 shootouts cars will start once the preceding car has crossed the finish line. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. Competitors need to be ready for this instruction at all times. There will be no minimum time for car preparation between the class finals and the Top 10 shootout. Should competitors not be ready for either their class or Top 10 Shootout runs they will forfeit the run.

25. REFUELLING

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

- Refer to SSRs 67 – 68 with regard to the fuel permitted.
- Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and SSRs 68 and 69).
- No fuel may be stored in the pits after the race meeting is completed.

THE ORGANISERS WILL PROVIDE A FUEL STORAGE AREA IN CLOSE PROXIMITY TO RACE VILLAGE AND PIT AREA.

FUEL HANDLING:

- a) **In the interest of safety and in compliance with FLAMABLE SUBSTANCE HANDLING legislation and procedures ALL bulk fuel brought into the pit/paddock area is to be stored in a designated holding area. For this purpose, a marked, officially controlled, container will be located adjacent to the lower road at the rear of the tented pit complex. Competitors are requested to mark their containers with their respective competition numbers prior to storage.**
- b) **Cars are to be refuelled with a limited quantity of fuel and not filled to the brim, therefore reducing the risk of spillage and chances of fire. Competitors will be responsible to call a fire marshal to attend all times during refuelling. Bulk fuel is to be held in SABS approved metal containers. A maximum of 20 litres of fuel may be placed outside and to the rear of the tented pits (2 metres away from the electrical supply kiosks) during the actual running of the event only, after which ALL fuel containers must be returned for safe storage.**
- c) **Refuelling of cars is to be performed in the allotted pit only for the duration of the event. Under no circumstances can cars be refuelled on the circuit or at any point on the return loop to the pit complex without prior permission of the Clerk of the Course.**
- d) **A Fuel Judge of Fact (supported by the pit marshals & observers) will officiate and enforce these procedures. Competitors in breach of a) b) & c) will be immediately disqualified and may not participate further in the event.**

26. PITS

Refer to Standing Supplementary Regulations as shown below. **Competitors and support crew personnel are to obey the instructions of authorised officials/ pit marshals GCR 251 will be strictly enforced.**

1. **The pit allocations and competition numbers will be as published in the Final Entry List or via the Competitor Bulletin.**
2. **Classes will be pitted together, car numbers will relate to pit allocation and starting order. Teams with multiple class entries requesting to be pitted together or in close proximity will be duly considered with early email application at the discretion of the Organiser. This will not be guaranteed in every case.**
3. **Competitors are reminded of GCR 123 concerning smoking in prohibited areas.**
4. **The Organisers will supply a dedicated 15AMP plug point available for each of the 4 cars in each tented pit. Competitors competing with full electric (EV) cars may apply for a 3-phase (32AMP) plug connection. All leads from these plugs must be fully unrolled.**
5. **NO INDIVIDUAL GENERATORS WILL BE ALLOWED IN THE PIT PRECINCT.**
6. **Electricity supply to the pits is by means of generator. Due to noise disturbance to residents in the area the generators will run to limited hours throughout the weekend. These hours are scheduled to be from 06h00 to 21h00 but may be changed at the discretion of the Organiser. Competitors are requested to refrain from using noisy equipment or playing loud music before 07h00 and after 19h00.**
7. **Due to the limited space in the pit area and to prevent traffic congestion during loading and off-loading the following will apply:**
 - a. **Entrants in Classic Car Saturday are reminded that they may only access their allocated pits from 14h30 onwards on Friday 24 October 2025. Classic Car competitors must vacate their pit as soon as possible after the event on Saturday afternoon but by no later than 16h30.**
 - b. **Entrants in the King of the Mountain section of the event are reminded that they may only access their allocated pits from 17h00 onwards on Saturday 25 October 2025 due to the Classic Car Saturday event finishing at 16h00. Marshals will be on hand to coordinate movements, nevertheless, maximum co-operation will be required and expected**
 - c. **Trailers / tow vehicles are to be removed from the pit area immediately after the off-loading operation has been completed and trailers are to be moved to the designated trailer park. The only exception to this rule will be with the permission of the Clerk of the Course.**
8. **At the end of the event on Sunday afternoon, trailers and tow vehicles are given priority to vacate the pit lane therefore no transporters are allowed into the pit lane until 17h30.**
9. **Parking of competition and support vehicles on the lower road directly behind the pit complex is strictly prohibited. This area is to be kept clear for use as an emergency lane in terms of the disaster management plan. Competitors found parking in this area will lose all race times posted for the duration that their vehicles are parked in this restricted area.**
10. **Competitors requiring transporter (truck or articulated trailer, NO interlinks) access and parking below the pits are to notify the Organisers via email at the earliest opportunity once their entry has been confirmed. Parking for such vehicles is limited and will be allocated on a first-come-first served and size of vehicle basis. Interlinks and transporters that cannot fit below the pits will be required to park on the appropriate access road verge leading to the pits. No hospitality facilities will be allowed within the transporter parking area.**
11. **Accepted vehicles will be allocated a defined parking time which must be strictly adhered to in order to prevent traffic congestion for other competitors. Failure to adhere to this allocated time slot will result in your vehicle having to park outside the grounds.**
12. **Due to the very limited space and public safety requirements, no team motorcycles or scooters will be allowed in the pit lane or in front of the tented pit area.**

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

27. TYRE RULE AND INSTRUCTION

1. Racing tyres, slicks or semi-slick are permitted for use in classes B, C (KOM) & classes H5, H6, H7, H8 & H9 (CCS) only.
2. All A class, H2, H3 and H4 cars are to be equipped with DOT approved commercially available, street legal tyres.
3. Tyres must be treaded road-legal tyres with tread visible on the surface of the tyre. Remoulded or retread tyres are not permitted and no full slick tyres or Semi Slick tyres will be permitted. The visuals hereunder refer:

Full Treaded Tyre – PERMITTED



Semi-Slick Tyre - NOT allowed



4. Competitors competing in classes H2, H3 and H4. A1, A2, A3, A4, A5, A6, A7, and A8 are to select and nominate a minimum of 4 tyres for official marking **PRIOR to the start of the qualifying rounds**. For this purpose, a specific Technical Consultant / tyre control scrutineer will be on hand in the tented pit complex for official marking of tyres preceding the qualifying runs. The onus lies solely with the competitor to ensure that official marking of their nominated tyres is made prior to the qualifying rounds. **From qualifying round 1 onwards, all times posted made on tyres without the official markings will be discarded.**
5. Competitors needing further tyres are to approach the Technical Consultant and/or Scrutineer for the marking thereof.
6. **TYRE WARMERS, TYRE TREATMENT:**
 - a. **Tyre warmers are NOT allowed for any classes.** Cars may not utilize tyre warmers, tyre covers or any other means of heating the tyres or retaining the heat in the tyres.
 - b. No pre-treatment of tyres to improve traction such as “Trackbite” or any other chemical compound is permitted at any time.

28. SIGNALLING

Refer to Appendix H

1. **RED LIGHTS and/or red flags waved under direction of the Officials at each marshal point on the circuit and at the start and finish lines will indicate that competition runs have been terminated. Competitors must be prepared to stop at any given point.**
2. Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i) and SSRs 17, 49, 50 and 51.
3. No exceptions will be tolerated.

29. COMPETITION RUNS

1. **Should a competitor experience or encounter a defect with his/her car resulting in spillage of oil or fluids onto the circuit, immediate action is to be taken to move off the ideal line and to stop the vehicle at the nearest safe point at the side of the road. Under no circumstance is the car to be driven further. (refer to SSR 50 (iii), (iv) and (v)).**
2. **Competitors will be penalised for contact and dislodgement of corner apex markers during all practice and qualifying runs. Any transgression may result in the time for that run being discarded at the discretion of the Clerk of the Course or Stewards.**
3. End of run will be deemed to be when the competitor crosses the finish line.
4. Competitors with cars deemed to be “Flatties” by the Organisers as described in point 15B **must supply their own specific support crew at the post run holding area.** Under no circumstance will the Track Marshalls be available for assistance other than to coordinate the return run to the pit complex.

5. Should a competitor encounter a red flag/light during his or her competition run through no fault of their own, a re-run may be given at the sole discretion of the CoC. **Cars are not allowed to return to their pit. Refuelling will be permitted but only in the pitlane with a fire marshal present. Cars may NOT return to their pits to refuel. No tuning or adjustments to the car will be allowed in pit lane.**

30. TIMEKEEPING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164.

1. Timing will be by means of MSA approved transponders.
2. 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.
3. All transponders to be placed in the correct position.
4. Timing transponders are to be returned to the **timekeepers** prior to their leaving the Circuit (i.e. within half (1/2) hour of the competitor's last run). Transponders not returned by this time are to be returned by not later than the Monday following the race meeting (by courier) to the following address:
69 Lavender Crescent, Uitenhage
5. Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by the timekeepers for the first week or part thereof and R200 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

31. RESULTS & RECORDS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279.

1. Provisional results will be posted on the WhatsApp Notice Board as possible after each round and will become final (30) thirty minutes after posting. Refer to GCR, s 200(viii) & 276.
2. **Official time records will be scored and validated from the results of the Class Finals, Classic Champion & KOM Shootouts only.**

32. PROTESTS / APPEALS / PENALTIES

All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

33. PRIZE GIVING

Trophy allocation and awards:

Trophies will be awarded to Classic Car Saturday and King of the Mountain competitors as follows:

1. Class finals:
 - a. 1 to 3 competitors in class - first place only
 - b. 4 to 6 competitors in class - first and second place only
 - c. More than six competitors in class - first, second and third awarded
2. Classic Champion Shootout: P1- Classic Champion Trophy; P2 – Trophy; P3 – Trophy
3. Road car, Supercar Shootout: P1 - King of the Mountain Trophy; P2 – Trophy; P3 - Trophy
4. Single Seater, Sports Car Shootout: P1 - King of the Mountain Trophy; P2 – Trophy; P3 -Trophy
5. Modified Saloon Car Shootout: P1- King of the Mountain Trophy; P2 – Trophy; P3 -Trophy
6. Fastest time recorded from class finals or shootouts: KOM Trophy
7. Spirit of the event floating trophies
 - a. A floating trophy will be awarded to a competitor in each of the Classic Champion and King of the Mountain events taking the following criteria into account:
 - i. The driver or team member who most reflects the spirit of attention to detail and meticulous persistence across the full spectrum of car and team preparation leading to produce and deliver commendable performances in competition, or to
 - ii. the competitor or team member showing exceptional spirit and sportsmanship.

The winners are expected to attend as trophies will be forfeited for non-attendance. Refer to GCRs 280 & 281.

34. ENTRY TO THE VENUE

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

35. HEALTH WAIVER

Acknowledgement and Release of Infectious Disease Liability

As a credentialed or non-credentialed attendee of the Speed Classic Cape Town ("Event"), and related events, Competitors and Crew hereby waive, release, indemnify, and forever hold harmless Speed Classic Cape Town, and any of their subsidiaries, affiliates, event participants, sponsors, officials, sanctioning bodies, as well as any of their employees, agents, officers, volunteers, directors, and other individuals affiliated with the Event (collectively, the "Released Parties") from all liabilities and claims for any injuries, illnesses, losses, death, damages, or costs (including reasonable legal and experts' fees) to themselves, their spouses, children, guests, unborn child(ren), or relatives which arise out of, or are incident to, their participation in any activities relating to the Event or their attendance at any activities relating to the SCCT.

Participants agree that they have been fully informed of their consent, waiver of liability, and release before entering the event.

36. POSTPONEMENT, ABANDONMENT OR CANCELLATION

- The Organiser reserves the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.
- The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152.
- Force Majeure – Refer to GCR 62, 152, 156 and 273.
- In the event of postponement, abandonment, or cancellation the entrant / competitor has no right to claim against the Promoter and / or Organiser in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244.

37. GENERAL

Safety and Operational Plans will be available via the Electronic Notice Board, and will be available from the Event Secretary, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010 – Refer to GCR 284.

38. MEDIA

Any media wishing to attend the event is required to contact MSA for accreditation two weeks prior to the date of event – jaco@motorsport.co.za / 011 675 2220.

MSA accredited media personnel are required to:

- Report to Documentation on arrival to sign on the Media Attendance Register which will be submitted to MSA after the event and;
- Obtain permission from the Clerk of the Course to go out on the track / route during the event.

39. PROGRAMME OF EVENTS

The detailed programme follows at the end of this document. This programme is provisional and may change. Should the organisers deem it necessary to change the timetable, a revised version will be published on the official notice board or issued to the competitors in the form of a bulletin. The organisers reserve the right to change the programme as necessary and combine or split classes prior to the closing of entries should the number of entries dictate.

COMPETITOR EVENT SCHEDULE - 2025

This schedule is provisional and subject to change.

Friday, 24 October 2025 (CLOSED TO PUBLIC)

Activity	Venue	Start Time	End Time
Documentation	Pits - Race Village	17h00	19h00
Scrutineering	Pits - Race Village	16h00	20h00

CLASSIC CAR SATURDAY: 25 OCTOBER 2025

Event	# Cars	Start Time	End Time
Practice 1	70	08h00	08h50
Practice 2	70	08h55	09h45
Practice 3	70	09h50	10h40
Qualifying round 1	70	10h45	11h35
Qualifying round 2	70	11h40	12h30
Qualifying round 3	70	12h35	13h25
Lunch		13h25	14h00
<i>Lunch Time Entertainment</i>			
Class Final	24	14h05	14h40
Classic Champion	10	14h55	15h05
Prize Giving		15h35	
Sunday Participants Documentation & Scrutineering		16h00	20h00

KING OF THE MOUNTAIN SUNDAY: 26 OCTOBER 2025

Event	# Cars	Start Time	End Time
Practice 1	80	09h00	10h00
Practice 2	80	10h00	11h00
Practice 3	80	11h00	12h00
Qualifying round 1	80	12h00	13h00
Lunch		13h00	14h00
<i>Lunch Time Entertainment</i>			
Qualifying round 2	80	14h00	15h00
Qualifying round 3	80	15h00	16h00
Class Finals		16h00	17h00
Road & Super Car Shootout		17h00	17h20
Modified Saloon Car Shootout		17h20	17h40
Single Seater & Sports Car Shootout		17h40	18h00
Prize Giving		18h00	