



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	Aldo Scribante Raceday - AMSC 3Hr Car Endurance, PE100 and PE 200 Motorcycle Race						
DATE OF EVENT:	21 & 22 November 2025						
STATUS OF EVENT:	Please indicate below:						
INVITATIONAL	X	SOCIAL	X	CLOSED CLUB		CLUB	X
REGIONAL	X	NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	ALDO SCRIBANTE RACE CIRCUIT <i>The circuit has a tar macadam surface and is 2.48 kilometres long. The race direction is clockwise.</i>						
GPS CO-ORDINATES:	Latitude: -33.810406 Longitude: 25.64599499999997 / 33°48'37.8"S 25°38'45.5"E						
DIRECTIONS:	Situated on the outskirts of Port Elizabeth, just off the N2 National Road past Bluewater Bay.						

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Algoa Motor Sport Club
NAME OF CONTACT PERSON:	Sparky Bright
CONTACT NUMBER:	0823400396
EMAIL ADDRESS:	sparkyb@vodamail.co.za
WEBSITE:	www.amsc.co.za
ORGANISERS NAME:	Algoa Motor Sport Club
ORGANISERS ADDRESS:	Scribante Race Circuit, Erf 1, Wells Estate, Port Elizabeth
NAME OF CONTACT PERSON:	Sparky Bright / Lynne Bright
CONTACT NUMBER:	0823400396 / 0761662310
EMAIL ADDRESS:	sparkyb@vodamail.co.za

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), and these Supplementary Regulations (SR's), 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 understood by all competitors.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2025300	Permit issued (date):	22 October 2025
Please note that the MSA Flag will be prominently displayed at: The start / finish line in front of the control tower.		

5. ELIGIBILITY OF COMPETITORS

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

The Race Meeting is open to the following:

- Drivers / riders in compliance with SSR 1 and the relevant category regulations.
- Vehicles / motorcycles in compliance with SSR 2 and the relevant category regulations.
- All Cars racing in the 3hr Endurance race must have at any time at least one working headlight and taillight. For scrutineering both headlights must be working.**

6. 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

7. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51.

Any competitor consistently using the verges will be guilty of unsafe driving (refer SSR's 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 Competitors' Bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour and / or poor driving standards. Competitors reported in this respect, who having being signalled in terms of Appendix "H", Article 6, continue to disregard safe driving conduct may be black flagged. Any competitor disregarding the black flag will be excluded from the race.

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 Competitors' Bulletin.

Incidents / Retirements

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

Incidents During Practice Sessions

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

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 Promoters, Organisers 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 a race circuit. Any vehicle / motorcycle spilling fuel, oil or coolant should leave the circuit immediately and pull off to a safe and stationary position on the side of the circuit (refer SSR 50 (iii), (iv) and (v)).

Scribante Race Circuit Property

Any competition vehicle / motorcycle found using the access roads, pits or any area other than the circuit for testing, (this includes the Coega IDZ roads), or being driven in a manner which is considered by the Clerk of the Course to be dangerous, may be fine and/or be excluded from the event, irrespective of who was driving the vehicle / motorcycle at the time. Notwithstanding the competitor's exclusion, he may be reported to the Stewards of the Meeting who may consider taking further action in terms of GCR 172. Should any competitor / mechanic / crew member be found to be driving in an unsafe manner on the property the competitor concerned may be fined or excluded.

NOTE: NO race vehicles may tested/driven on the IDZ Roads – Penalty – possible exclusion from the event.

8. ENVIRONMENTAL

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

1. 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 (motorcycles, quads, cars, karts, etc) is allowed by the organisers.

2. For Cars, Karts and Quads 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.
3. 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.
4. 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.
5. Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container must be available at a designated point within the DSP (Designated Service Point). Any damaged mats **MUST** be disposed off in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.

9. 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

3 Hour Car Endurance: The minimum MSA licence requirement will be a **MSA Club licence valid for Circuit Cars** or a **MSA One Event Club licence valid for Circuit Cars**.

PE 150, PE 100 & PE 200 Motorcycle Races: The minimum MSA licence requirement will be a **MSA Club licence valid for Circuit Motorcycles** or a **MSA One Event Club licence valid for Circuit Motorcycles**.

10. 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 entrants name **WILL NOT** be published in the event programme.

Refer to Standing Supplementary Regulations, as well as GCR 22 and 114:

11. ADVERTISING

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

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 in the Championship Regulations and specifications for the class for which the vehicle / motorcycle is entered.

12. COMPETITION NUMBERS

Refer to GCR 246 (iii), 249 and SSR4 and the relevant category / class regulations.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
OVERALL CLERK OF THE COURSE	<i>Roger Stephen</i>	A	13592
ASSISTANT CLERK OF THE COURSE	TBA		
MSA STEWARD	<i>Barry Kapelus</i>		06639
CLUB STEWARD	<i>Alistair Pringle</i>		13844
ENVIRONMENTAL STEWARD	TBA		
EVENT SECRETARY	<i>Lynne Bright</i>		11459
TIME KEEPING SERVICE PROVIDER	ZA Timing		

CHIEF TIME KEEPER	TBA		
CHIEF MARSHAL	Lance Smallbone		25991
SCRUTINEER – CARS & MOTORCYCLES	Glen Elliott		07265
SAFETY OFFICER	Ian Riddle		02819
PACE CAR DRIVER	TBA		
COURSE CAR DRIVER	TBA		
MEDICAL SERVICE PROVIDER	Relay EMS		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
AMSC Modified Saloon Cars	Club / Invitation
AMSC Motorcycles	Club / Invitation
3 Hour Endurance for Cars	Regional / Club / Invitation
AMSC Coastal Challenge (including Historics and Classic Cars)	Club / Invitation
PE 150 Motorcycles Endurance Race	Club / Invitation
PE 100 Motorcycles Endurance Race	Club / Invitation
PE 200 Motorcycles Endurance Race	Club / Invitation
CBR 150 Motorcycles & 250cc Motorcycles (Junior & Senior)	Club / Invitation
STREET & FINE Cars	Social

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted.

The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time prior to the date of the event:

All entries Classes are to be submitted using the AMSC online platform on link below;

<https://forms.gle/9zPouVokUt5c8UJ38>

Entries open:	Immediately
Entries close (Refer to GCR 104):	Friday, 14th November 2025
Entry fees as follows:	(Refer to GCR 95) NOTE: Friday practice fee is NOT included in the race entry fee
FRIDAY OFFICIAL PRACTICE	R380.00
Early Bird Entry Fee - SPRINT RACES ONLY	Early Bird Entry Fee: R1675.00 (Includes VAT, MSA levy and transponder hire. (AMSC club members will receive the agreed R300 discount) 2nd Category – R300.00 Entry Fee after 14th November 2025: R1975.00 (Include VAT MSA levy and transponder hire. (AMSC club members will receive the agreed R300.00 discount)
Early Bird Entry Fee - 3 HOUR AND PE 200 incl. Sprint Races	Early Bird Entry Fee - R1875.00 (Includes MSA levy and transponder hire Includes, (AMSC club members will receive the agreed R300 discount) Entry Fee after 14th November 2025: R1980 (Includes VAT, MSA levy and transponder hire. (AMSC club members will receive the agreed R300 discount)
Entry fee:	NOTE: ALL entry fees must be paid when doing online entry and proof of payment attached with <u>Name and Surname used as reference</u>

Banking Details – Name of Bank:	First National Bank
Account number:	62318271319
Account name:	Algoa Motor Sport Club
Branch code:	261050
Proof of payment to be sent to:	sparkyb@vodamail.co.za or faxed to 086 512 4809
Event Secretary contact number:	0823400396/0761662310
Event Secretary email address:	sparkyb@vodamail.co.za

The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).

Organisers reserve the right to cancel a category should less than fifteen (15) entries in total be received for a category, or should less than seventy-five (75) entries in total be received for the event by the date and time of entries closing.

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

- a) Entries will be accepted, in order of receipt, up to a total of forty (40) starters. Preference will be given to competitors in order of the relevant championship standings.
- b) Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101).
- c) Competitors whose entries have been placed on a reserve list and who are not permitted to start will have their entry fees refunded (refer GCR 109 (iii)).

17. PROGRAMME OF EVENTS

The detailed programme can be found below. This programme is provisional and may change.

Friday 21st November 2025 - Scrutineering from 8:00 to 17:00

Friday 21st November 2025 - Official practice & Qualifying

Saturday 22nd November 2025 - Races

The Organisers reserve the right to change the programme as necessary and combine or split categories prior to the closing date of late entries, should the number of entries so dictate (refer GCR 140 (v)).



Friday 21st November 2025

Official Practice & Qualifying



Category	Session	Time	Duration
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Practice 1	8h00	20 min
Modified Saloon Cars (Allcomers)	Practice 1	8h25	20 min
Motorcycles Sprint Race 600cc/Unli/Botts	Practice 1	8h50	20 min
CBR 150/250 Motorcycles	Practice 1	9h15	20 min
Coastal Challenge & Retro Classics	Practice 1	9h40	20 min
3hr Endurance cars	Practice 1	10h05	20 min
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Practice 2	10h30	15 min
Modified Saloon Cars (Allcomers)	Practice 2	10h50	15 min
Motorcycles Sprint Race 600cc/Unli/Botts	Practice 2	11h10	15 min
CBR 150/250 Motorcycles	Practice 2	11h30	15 min
Coastal Challenge & Retro Classics	Practice 2	11h50	15 min
3hr Endurance cars	Practice 2	12h10	15 min
Lunch Break		12h30	25 min
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Practice 3	13h00	15 min
Modified Saloon Cars (Allcomers)	Practice 3	13h20	15 min
Motorcycles Sprint Race 600cc/Unli/Botts	Practice 3	13h40	15 min
CBR 150/250 Motorcycles	Practice 3	14h00	15 min
Coastal Challenge & Retro Classics	Practice 3	14h20	15 min
3hr Endurance cars	Practice 3	14h40	15 min
Track Clean Up		15h00	
Qualifying			
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Qualifying	15h30	10 min
Modified Saloon Cars (Allcomers)	Qualifying	15h45	10 min
Motorcycles Sprint Race 600cc/Unli/Botts	Qualifying	16h00	10 min
CBR 150/250 Motorcycles for Sprint & Endurance Race	Qualifying	16h15	10 min
Coastal Challenge & Retro Classics	Qualifying	16h30	15 min
PE 100 Motorcycles	Qualifying	16h50	15 min
PE 200 Motorcycles	Qualifying	17h15	25 min
3hr Endurance cars	Qualifying	17h50	25 min
Drivers/Riders Breifing		18h35	
3hr Endurance cars - NIGHT PRACTICE	Night Practice	19h15	25 min
SUNSET 19:04			



Aldo Scribante Raceday



PROGRAMME OF EVENTS – 22 November 2025

PROGRAMME OF EVENTS

Warm Up

Category	Duration	Time
CBR 150/250 Motorcycles	10 min	07h45
Coastal Challenge & Retro Classics	10 min	08h00
Motorcycles Sprint Race 600cc/Unli/Botts	10 min	08h15
Modified Saloon Cars (Allcomers)	10 min	08h30
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	10 min	08h45
3 Hour Endurance Cars	10 min	09h00
PE 100	10 min	09h15
PE 200	10 min	09h30

RACES

Category	Race	Laps	Time
CBR 150/250 Motorcycles	Race 1	8	10h00
Coastal Challenge & Retro Classics	Race 1	10	10h25
Motorcycles Sprint Race 600cc/Unli/Botts	Race 1	10	10h50
Modified Saloon Cars (Allcomers)	Race 1	10	11h15
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Race 1	10	11h40
CBR 150/250 Motorcycles	Race 2	8	12h05
Lunch		12h30	25 min
Motorcycles Sprint Race 600cc/Unli/Botts	Race 2	10	13h00
Track Clean Up	10 min		13h25
Motorcycles Sprint Race PSP/Masters/650 Twin/300cc	Race 2	10	13h40
Coastal Challenge & Retro Classics	Race 2	10	14h05
CBR 150/250 Motorcycles Endurance Race	Race 2	20	14h30
Modified Saloon Cars (Allcomers)	Race 2	10	14h55
Track Clean Up	10 min		15h15
PE 100 Motorcycles	15h25	20 laps	
PE 200 Motorcycles	16h25	40 laps	
3 Hour Endurance Cars	18h00	3 Hours	

SUNSET 19h05

18. 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 (messaging apps such as WhatsApp or Telegram may be used) to disseminate information to competitors at all times.

Notifications will be done via WhatsApp group on the day:

<https://chat.whatsapp.com/JeGnTscRSC5AzMi8YKjUEZ>

or

<https://chat.whatsapp.com/KQCZQhVIA7HEJZAa5ZDpxq>

**AMSC 3HR & PE
200 EVENT**
WhatsApp group



**AMSC
Notice Board**
WhatsApp group



or

19. DOCUMENTATION

Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event organisers/promoters together with their online entry form.

Competitors can download copies of their competition licences from the www.msaonline.co.za platform.

20. SCRUTINEERING

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

Scrutineering will take place in the Scrutineering Bay.

Self-declaration scrutineering form to be sent out with event supplementary regulations and entry form – this must be completed when doing your online entry form. All competitors are required to have a completed the section of the self-declaration scrutineering form before be able to enter.

All Technical Consultants and Scrutineers must submit Technical non-compliance reports to MSA after the event

21. DRIVERS / RIDERS BRIEFING

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

Drivers / Riders briefing will take place as per program in point 17 above.

22. SAFETY APPAREL / EQUIPMENT

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

No competitor will be permitted to practice or race without the correct safety apparel (refer GCR 239 and SSR's 7 and 46 (iii)).

23. WARM-UP LAP

Starting positions should be maintained during the warm-up lap.

In terms of SSR 38, the following will apply. Unless specifically requested, there will be no warm-up lap after the vehicles have formed up on the dummy grid (position 1 for pole position).

Motorcycles (Excluding CBR 150)

In terms the FIM Road Racing Rules the following will apply.

A sighting lap will be undertaken after the Pit Exit Road is opened. The riders will form up on the 3-3 staggered grid (pole position on the right). When shown the green flag, one warm-up lap will commence after which the competitors will then form up on the grid for the start of the race.

CBR 150

A sighting lap will be undertaken after the Pit Exit Road is opened. The riders will form up on the 3-3 staggered grid (pole position on the right) and the competitors will then form up on the grid for the start of the race.

24. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252:

PRE-RACE PADDOCK

The pre-race paddock is situated at the end of the pit lane, adjacent to the pit exit.

Fifteen (15) minutes before the scheduled start time of each race (refer SSR 25) competitors competing in the race concerned should move to the pre-race paddock. Any competitor failing to enter the pre-race paddock before the closure of the gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap (refer SSR 38).

PARC FERMÉ:

All competitors who have completed two-thirds of race distance are classified as finishers and unless otherwise stated by the Clerk of the Course, are required to bring their vehicle / motorcycle to parc fermé immediately after their last event. The parc fermé is located on the inside of the circuit behind the scrutineering bay.

The Organisers reserve the right to impound and examine any vehicle / motorcycle at their discretion (refer GCR 254).

In terms of GCR 200 (v), (vii) and (x) all competitors are required to remain at the circuit until at least thirty (30) minutes after their last heat, or until such time as any protest / appeal time affecting their category's results has elapsed.

25. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

- Starting positions will be determined by lap times recorded during official qualifying sessions, unless otherwise stated in the regulations for the category concerned. The driver / vehicle or rider / motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) driver / vehicle or rider / motorcycle combinations recording the same lap time, the starting positions will be determined in favour of the combination, which established that time first.
- In the event of a timekeeping failure during official timed practice the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course, in consultation with the relevant Association Chairman, and with the approval of the Stewards of the Meeting.
- Where there are two races per category, the starting order for the second race will be based on the 2nd fastest lap set in Qualifying. If a competitor does not post a 2nd fastest lap in qualifying his / her fastest time set in race 1 will be used.
- The starting signal will be given by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.
- **Permission to Start at the Back of the Grid:**
 - a) Competitors who do not participate in official timed practice must apply to the Clerk of the Course at least one (1) hour after the end of their official timed practice for permission to start at the back of the grid.
 - b) At the discretion of the Clerk of the Course competitors' who are not included on the grid for either race may be positioned at the back of their class, if they request to do so, in writing, within one hour after their last race / practice.
 - c) Should a competitor not finish the race he will be deemed to be a non-starter in the second race (refer SSR 29). Permission to start the second race from the back of the grid must be applied for as per SR 24.5 (b)
- **Starting Signal**

The race will be deemed to have started when the red light is extinguished (refer SSR's 38 and 39).
- Any competitor found doing practice starts when the grid is being formed up will not be permitted to start the race.

26. REFUELLING

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

Refer to SSR's 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 SSR's 68 and 69.

No fuel may be stored in the pits after the race meeting is completed.

THERE WILL BE NO FUEL AVAILABLE AT THE TRACK.

27. PITS

Refer to Standing Supplementary Regulations as shown below as well as GCR 251

The Pit and Paddock Allocation will be notified in the Final Instructions, once the number of entries for each category is established. Each Class / Category will be responsible for the policing and control of their designated areas.

If Closed lockable pits are available, they will be allocated on a first come first served basis. The pit area will be controlled from the start of Friday practice. This is in your interest, to prevent your parking area being used illegally. Please co-operate with the security personnel.

Owners of illegally parked vehicles may be fined up to R500 and may have their vehicle(s) towed away or wheel-clamped. Owners of a vehicle which has had its wheel clamped must obtain a receipt from the Race Secretary, which must be shown to the security personnel to have the clamp removed.

Please Note:

Vehicle trailers are **not** permitted to be parked behind the pit area, only for off-loading purposes. Trailers to be parked at the rear of the pits against the vibracrete walls. **Any trailers left behind the pit complex will be towed away and impounded.**

The pits will be made available to competitors from 08h00 on **Thursday 20th November 2025**. **Any competitor / team wishing to make arrangements to move into the pits prior to this time must do so with the Race Secretary prior to arriving at the circuit.**

The Promoters and / or Organisers cannot accept responsibility for vehicles, equipment or goods left in the pit area.

Please ensure that all cell phones, wallets and personal possessions are kept in a safe place. The Promoters / Organisers of this event cannot be held responsible for any loss or damage to your cell phone, wallet or personal possessions.

Please Note:

- a) **Kindly note that NO persons under the age of sixteen (16) will be permitted on the pit lane.**
- b) **Smoking on the pit lane/apron is prohibited.**
- c) **Competitors' children are not excluded from any of the above (refer GCR's 113 (xiv) and 172 (x)).**

No vehicle, other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first official qualifying practice until the conclusion of the final race on the day of the race meeting (refer SSR 37), unless specifically granted permission to do so by the Officials. A competitor contravening this regulation may be fined or excluded at the discretion of the Clerk of the Course. Any equipment required to be moved in or out of the pit buildings must be taken out through the rear of the pit during this period.

28. SIGNALLING

Refer to Appendix H

- Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line.
- Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (1) and SSR's 17, 49, 50 and 51.
- No exceptions will be tolerated.

29. GENERAL RACE INFORMATION

A change of driver / vehicle or rider / motorcycle, may be permitted with the consent of the Stewards of the Meeting, subject to valid reasons for such change being given (refer GCR's 99 (vii), 152 (viii), 238 and 259).

- 1. All competitors competing in the CBR 150, PE 100, PE200 & 3 Hour please note the following regulations with regards to:**

a. Red Flag

- i. Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by race control.
- ii. Drivers/Riders may take refreshments during a red flag stop but must remain in the vehicle.
- iii. Vehicles may not be worked on during a red flag stop but windscreens or visors may be cleaned.
- iv. Vehicles may not enter or exit the pits during a red flag stop.

- v. A 2 (Two) minute board will be shown to signal a rolling restart behind a safety car.

b. Entering Pits

- i. Any vehicle intending to make a pit stop must exit Turn 7(Dunlop Corner) on the inside and **MUST NOT** cross the centre white line on the Main Straight.
- ii. Penalty: Drive Through

c. Pit Lane

- i. The pit lane has been marked with 3 lanes
- ii. The left hand lane (track side) is the driving lane with a speed limit of 60km per hour
- iii. The centre lane is only to be crossed when entering pit box
- iv. The right hand lane is the Refuelling and tyre changing area.
- v. If any major work needing to be done on vehicles the must be parked inside the pit.

d. Pit lane exit after making a pit stop

- i. No competitor may cross the white line when leaving the pit exit to the end of the white line towards Turn 1
- ii. Penalty: Drive through

2. Refueling & Pit Stops

a. Non FIA Fuel Rigs with a standalone Fuel Tank

- i. Only a single refueling hose/device system may be used.
- ii. b. The top of the fuel storage tank may not be higher than 2000mm from the rig base at ground level
- iii. A manual shut off valve must be fitted between the fuel tank and the outlet hose directly at the tank end.
- iv. The fuel rig must be earthed to ground via earth cable
- v. The car being refueled must be earthed via a detachable cable.

b. FIA and other approved Fuel Churns

- i. FIA approved Fuel churns as supplied by race parts suppliers and as used by various FIA race series may be used.
- ii. Tuff-Jug fuel churns may be used

c. 3. Non FIA Fuel Rigs with a standalone Fuel Tank

- i. Non FIA approved fuel churns may be used as long as they meet the requirements of the event scrutineers as follows:
- ii. The churn may not hold more the 30l.
- iii. The churn outlet nozzle must be a minimum length of 200mm and the internal diameter of the delivery nozzle may not exceed 33mm.
- iv. The churn must be fitted with a shut off valve between the churn and the outlet hose.
- v. All refueling devices must be gravity fed.
- vi. NO other refueling systems will be allowed unless approved by the organizers before a race meeting. Non complying entries will be declined on race day and there will be no exceptions
- vii. All refueling crew shall be attired with a fire proof balaclava, fire proof gloves and a fire proof suit or overall.
- viii. Where refueling takes place above a wheel or exhaust, a wet blanket or towel needs to be placed over the wheel or exhaust.

d. 3 Hour Endurance Race for Cars

- i. Vehicles engines must be switched off during refueling.
- ii. When cars are being refueled no other work may be carried out on the vehicle with exception to fluids being replenished e.g. Engine oil
- iii. When cars are being refueled windscreens may be cleaned.
- iv. After refueling is complete then work may be carried out on vehicle, e.g. wheels changed etc.
- v. Driver changers may take place while vehicle is being refueled.
- vi. Safety Car
 - 1. If the safety car is deployed it will pick up a vehicle (not necessarily the lead car). All drivers are to hold their position and no overtaking may take place.
 - 2. Penalty – Stop/Go 2 minute.
- vii. No penalty may be served under safety car conditions
- viii. No work/refueling/tyre changes may be done while serving a penalty.
- ix. Penalty for overtaking under Yellow Flag will be a drive through penalty

- x. Penalty for Exceeding track limits repeatedly will be a drive through penalty.
- xi. Penalty for Speeding in pit lane will be a drive through penalty.
- xii. Any actions by a team in the Pit Lane that are deemed by the officials to be unsafe will incur a drive through penalty.

e. **CBR 150/250, PE100 and PE 200**

- i. Motorcycle engines must be switched off during refueling.
- ii. When Motorcycles are being refueled no other work may be carried out on the vehicle.
- iii. When Motorcycles are being refueled the rider must be off the motorcycle.
- iv. When Motorcycles are being refueled the fairing screen may be cleaned
- v. No work/refuelling/tyre changes may be done while serving a penalty.
- vi. Penalty for Speeding in pit lane will be a drive through penalty.
- vii. Penalty for overtaking under Yellow Flag will be a drive through penalty

Any actions by a team in the Pit Lane that are deemed by the officials to be unsafe will incur a drive through penalty.

For the **3 HR Endurance Challenge** the categories will be as follows:

M	-	Modified Saloons
E	-	Classics
S	-	Sports Cars
L	-	Lotus Open Top Cars

Tyres are open + no weight restriction.

REGULATIONS COVERING 3 HOUR MOTORCAR ENDURANCE EVENT:

The event is a 3 HR **endurance race for any 4 wheeled car, Bakkie, Van or Sportscar. (No Open Wheel cars will be permitted)** as detailed under article 4 of these SR's.

- a) Competitors will be permitted to add petrol, lubricating oil and coolant to their vehicles during the race. Fuel may only be used from drums which may not be pressurised or pumped. Only gravity feed is permitted. The engine **MUST** be and **REMAIN SWITCHED OFF while the car is being refuelled. No work may be carried out on the car while refuelling is taking place.**
- b) During the race it is compulsory for each car to make at least one pit stop. The Total Pit Stop Time INCLUDING the out lap(s) must be a MINIMUM OF THREE (3) minutes.
- c) Each team must consist of a **minimum of two drivers** each having a valid MSA Circuit Car competition licence as per GCR 121. No one driver may complete more than 1hr 40 min of the eventual race distance.
- d) No driver may enter to race in more than one team. If however the original team has to withdraw from the event due to mechanical failure etc. he / she will be permitted to drive for another team following a written application to the Stewards.
- e) Should a vehicle break down on the circuit, the vehicle must be in a safe area before work commences.
- f) All time penalties imposed for incidents such as jumped start etc. will be applied as a penalty of a number of laps deducted or a time penalty at the discretion of the CoC.
- g) To be eligible to compete for the index of performance the team must still be racing when the chequered flag drops. That is the team must have completed a lap within the last 2 laps by the race leader. (This is for index of performance only and not classes).
- h) In the event of a bad oil spillage or other incident involving track safety a **SAFETY CAR** will be used as per SSR45.
- i) The start / finish line will be extended across the pit lane as per GCR 272 (iv).
- j) Any team not racing at lap-times within 110% of the quickest time for the class concerned, may be black-flagged at the discretion of the Clerk of the Course
- k) Teams of similar performance cars may compete as a Relay Team.
- l) A Relay Team shall consist of a minimum number of two cars and a maximum number of three cars.
- m) Cars in a Relay Team should be of the same make, e.g.: Fords, Golf's, Alfa's.
- n) The minimum number of drivers in a Relay Team must be equal to the number of cars in the team.
- o) Each Relay Team will be issued with one transponder. The transponder must be transferred during pit stops from the incoming car to the outgoing car. In the event of a car breaking down on the circuit, the transponder must be returned (by whatever means) to the pits and installed before the next relay team car may go out on the circuit.
- p) Relay Teams using more than 1 car will be required to ensure that there is a 5 minute minimum "pit stop" between the halting of the incoming car outside the pit garage and the time the next car crosses the start / finish line.
- q) Relay Teams and One-Car Teams will compete in separate categories for positional and Index of Performance awards.
- r) All competitors competing in the 3 Hour please note the following regulations with regards to Headlights :
 - a. They may not be mounted higher than the existing head light height of the vehicle if vehicle is not fitted with headlights as standard, the max height will be 600 mm from the ground.
 - b. The preferred height would be number plate height.

- c. Any vehicles that are deemed to be blinding other competitors will be requested to adjust their vehicles lights, failing that, they will need to be relocated.
- d. In the event of any dispute the decision of the COC and TC will be final.

PENALTIES FOR 3-HOUR MOTORCAR ENDURANCE EVENT

- a) Non-compliance of point (a) of 3Hr Regulations above - 1 lap.
- b) Non-compliance of point (b) of 3Hr Regulations above - Exclusion
Short stop by 60 seconds or less - 1 Lap plus time short stopped.
Short stop by 61 seconds or more - 2 laps plus time short stopped.
- c) Any on track violation of the regulations during the event may be penalised with immediate effect by the imposition of a "Driver Through" or a "Stop & Go" penalty as determined by the Clerk of the Course. Once the Team has been advised a competitor must serve the penalty within 5 minutes of being given the notice.
- d) Where there is not sufficient time left in the race to serve a penalty the Clerk of the Course may impose a time or lap penalty.
- e) Other infringements refer: 2024 MSA Handbook.

REGULATIONS COVERING the PE 200 MOTORCYCLE ENDURANCE EVENT

The event is a 40 lap **endurance race for motorcycles only** as detailed under article 4 of these SR's.

- a) Competitors will be permitted to add petrol, lubricating oil and coolant to their vehicles during the race. There is no restriction on the method of refueling.
- b) During the race it is compulsory for each motorcycle to make at least one pit stop. The Total Pit Stop Time INCLUDING the out lap must be a MINIMUM OF THREE (3) minutes.
- c) **NOTE:** Any pit stops completed under RED FLAG conditions will need to be **retaken**
- d) When more than one (1) rider is sharing a motorcycle during the race, no rider may do more than 25 laps before making at least one (1) pits top as per 38 (b) above.
- e) Transponders must be fitted to the front forks.
- f) The engine **MUST** be and **REMAIN SWITCHED OFF** during refueling and the rider **must** dismount his / her motorcycle before refueling can commence.
- g) All time penalties imposed for incidents such as jumped start etc. will be applied as a penalty of a number of laps deducted.
- h) To be eligible to compete for the index of performance the team must still be racing when the chequered flag drops.
- i) In the event of a bad oil spillage or other incident involving track safety a **SAFETY CAR** will be used as per SSR45.
- j) The start / finish line will be extended across the pit lane as per GCR 272 (iv).
- k) Any team not racing at lap-times within 110% of the quickest time for the class concerned may be black-flagged.
- l) Classes will be as follows:
 - Unlimited
 - 600cc
 - Powersport
 - Historic & Classic
 - BOTTS
 - 300

REGULATIONS COVERING the PE 100 MOTORCYCLE ENDURANCE EVENT

The event is a 20 lap **endurance race for Historic & Classic motorcycles and 300cc Motorcycles**

- a) Competitors will be permitted to add petrol, lubricating oil and coolant to their vehicles during the race. There is no restriction on the method of refuelling.
- b) Transponders must be fitted to the front forks.
- c) During the race it is compulsory for each motorcycle to make at least one pit stop. The Total Pit Stop Time INCLUDING the out lap must be a MIN OF THREE (3) minutes.
- d) **NOTE:** Any pit stops completed under RED FLAG conditions will need to be **retaken**
- e) The engine **MUST** be and **REMAIN SWITCHED OFF** during refuelling and the rider **must** dismount his / her motorcycle before refuelling can commence.
- f) All time penalties imposed for incidents such as jumped start etc. will be applied as a penalty of a number of laps deducted.
- g) To be eligible to compete for the index of performance the team must still be racing when the chequered flag drops.
- h) In the event of a bad oil spillage or other incident involving track safety a **SAFETY CAR** may be used as per SSR45.
- i) The start / finish line will be extended across the pit lane as per GCR 272 (iv).

Any team not racing at lap-times within 110% of the quickest time for the class concerned may be black-flagged.

REGULATIONS COVERING the CBR 150 MOTORCYCLE ENDURANCE EVENT

The event is a 20 lap endurance race for motorcycles as per the AMSC Circuit Motorcycle Senior & Junior Honda CBR 150 & 250cc Championship SSR's, these can be found on the following link:

- a) Competitors will be permitted to add petrol, lubricating oil and coolant to their vehicles during the race. There is no restriction on the method of refuelling.
- b) Transponders must be fitted to the front forks.
- c) During the race it is compulsory for each motorcycle to make at least one pit stop. The Total Pit Stop Time INCLUDING the out lap must be a MIN OF THREE (3) minutes.
- d) **NOTE:** Any pit stops completed under RED FLAG conditions will need to be **retaken**
- e) The engine **MUST** be and **REMAIN SWITCHED OFF** during refuelling and the rider **must** dismount his / her motorcycle before refuelling can commence.
- f) All time penalties imposed for incidents such as jumped start etc. will be applied as a penalty of a number of laps deducted.
- g) To be eligible to compete for the index of performance the team must still be racing when the chequered flag drops.
- h) In the event of a bad oil spillage or other incident involving track safety a **SAFETY CAR** may be used as per SSR45.
- i) The start / finish line will be extended across the pit lane as per GCR 272 (iv).

Any team not racing at lap-times within 110% of the quickest time for the class concerned may be black-flagged.

PENALTIES FOR CBR 150/250, PE 100 and PE200 ENDURANCE EVENTS

- a) Non-compliance of pit stop time Regulations above:
 - Short stop by 60 seconds or less - 1 Lap plus time short stopped.
 - Short stop by 61 seconds or more - 2 Laps plus time short stopped.
- b) Any on track violation of the regulations during the event may be penalised with immediate effect by the imposition of a "Driver Through" or a "Stop & Go" penalty as determined by the Clerk of the Course. Once the Team has been advised a competitor must serve the penalty within 5 minutes of being given the notice.
- c) Where there is not sufficient time left in the race to serve a penalty the Clerk of the Course may impose a time or lap penalty.
- d) Other infringements refer 2024 MSA Handbook.

INDEX OF PERFORMANCE 3-HOUR and PE 100, 150 & 200

The index of performance is based on the quickest lap time that a team posts during the endurance race. This lap time is taken as the ideal time possible for the car / driver combination and is divided into the total race time to give an ideal number of laps that the team / driver could possibly have completed. The actual number of laps completed is then worked as a percentage of the ideal to give an index of performance.

NOTE: The index takes into consideration the amount of time spent in the pits and as such measures the effort of the whole team. It therefore follows that a team wishing to win the index must have drivers that can drive at a similar pace and a good pit crew.

30. TIMEKEEPING

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

- Timing transponders must be collect from the Race office on the 2nd Floor of the Control Tower.
 - 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 AND MAY BE BLACK FLAGGED.
- All transponders to be placed in the correct position.
- 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 race). 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
- 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. POINTS & RESULTS

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

Race results will be communicated electronically:

Posted online, emailed or distributed electronically to competitors: After every race, the results which have been posted on the WhatsApp group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

<https://chat.whatsapp.com/JeGnTscRSC5AzMi8YKjUEZ>

or

<https://chat.whatsapp.com/KQCZQhVIA7HEJZAa5ZDpxq>

32. PROTESTS / APPEALS / PENALTIES

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

33. PRIZE GIVING

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

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

34. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/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 Promoters and / or Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244.

35. GENERAL

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

TRAVELLING EXPENSES

There will be NO travel monies paid out by Algoa Motor Sport Club.

TICKETS

Each competitor will receive tickets as per below;

- Sprint Races – 3 tickets
- PE 200 & 3 Hour – 6 tickets

Extra tickets will be available for purchase at documentation.

36. 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.