



2026

MSA NATIONAL STANDING SUPPLEMENTARY REGULATIONS

SAES ENDURANCE NATIONAL CHAMPIONSHIP



VERSION 1

1 JANUARY 2026

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REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. Items marked with a solid vertical black line are rules that have fundamentally changed from the previous year's regulations.

AMENDMENT RECORD

| <i>Modified SSR / ART</i> | <i>Date applicable</i> | <i>Date of Publication</i> | <i>Clarifications</i> |
|---------------------------|------------------------|----------------------------|-----------------------|
| | | | |

REGULATIONS AND SPECIFICATIONS FOR THE 2026 SAE SOUTH AFRICAN ENDURANCE CLASS

In addition to the Supplementary Regulations issued for various events, these rules and regulations will apply as if they form part of said Supplementary Regulations:

1. Eligibility

- 1.1. The 2026 SAE South African Endurance Class is open by invitation to Production Saloon cars produced in the last five years, Production Sports Cars, GT Cars and Sports Racing Cars, all being closed wheel vehicles complying with technical regulations as published by MSA, the FIA or as determined as eligible by the Organisers from time to time.
- 1.2. Drivers are required to hold the minimum of an MSA National Competition Licence for circuit car racing, to compete in the SAE class in the South African Endurance Series. All new competitors must have as a minimum of, previous regional racing experience in order to compete in the SAES Championship. The organiser reserves the right to reject/accept an entry based on previous racing experience (or lack thereof). Team Managers are required to hold an annual entrant's licence. Contact Allison at MSA directly to obtain the licence allison@motorsport.co.za. One event entrants' licence may be purchased on an event-to-event basis. Note: International competitors must obtain and present a recognised start permission or equivalent documentation from their ASN (National Sporting Authority) in lieu of an MSA National Driver's Licence. However, all competitors, domestic or international, must meet the same experience and eligibility standards set out above.
- 1.3. The aim of the Series will be to declare an overall SAE National Champion and an overall SAE National Index of Performance Champion.
- 1.4. Class winners will be as listed in SSR's 6.1, 6.2, 6.3, and 6.4.
- 1.5. **The Controllers** reserve the right to amend, alter or introduce additional regulations if deemed necessary during the course of the championship. Any such amendment, alteration or additional regulation will only come into force once published in an official MSA bulletin/circular or via publication in an updated set of regulations, which reflects the effective date/s of the amendment/s made.

- 1.5.1. **Reserved**

1.6 Teams need to register and pay an administrative fee with the promotor to be eligible to enter and score points in the championship.

1.6.1 **Cars/Bikes: A Team Manager and Driver Accreditation Tag will be issued at the start of the season. Lost tags will be blacklisted and can be replaced at a fee of R1000.00 (one thousand). Any blacklisted tags used will be issued a fine of R5000.00 (five thousand). Accreditation tags are to be used at every event for access.**

1.6.2 **Tickets: Cars/Bikes will get 5 (five) pit pass access tickets for crew per race per competitor issued as a coupon to be claimed at the gate. No tickets may be left with staff at the gate to avoid unnecessary delays and confusion**

1.6.3 **General Access Spectator tickets: 5 (five) per competitor issued as a coupon to be claimed at the gate. No tickets may be left with staff at the gate to avoid unnecessary delays and confusion.**

1.7 Competitor Participation

1.7.1.1.1 eligibility criteria as set out in SSR 1.2 above;

1.7.1.1.2 compete in a vehicle that complies with the technical specifications for its class/category in accordance with SAES regulations; and

1.7.1.1.3 After receiving a written application to the Promoter of the South African Endurance Series, accompanied by a comprehensive motorsport CV, verifiable official lap times from competition races completed during the current year or within the previous two (2) years in the case of a sabbatical year, will be such application be considered by the senior officials of the event.

1.7.1.1.4 Reserved.

2. Events

The Calendar for the 2026 South African Endurance Series as issued by MSA is: Subject to change

| Circuit | Domicile | Distance | Date |
|----------------------|----------------|----------|-------------|
| 1. Zwartkops Raceway | Pretoria West | 4 Hour | 21 February |
| 2. Aldo Scribante | Port Elizabeth | 7 Hour | 11 April |
| 3. Kyalami | Midrand | 4 Hour | 9 May |
| 4. Killarney Raceway | Cape Town | 6 Hour | 01 August |
| 5. TBA | TBA | 4 Hour | 03 October |
| 6. Kyalami | Midrand | 9 Hour | 14 November |

3. Entries

- 3.1 The entry fee for events will be determined by the promoter on a race-by-race basis, depending on the costs to host that specific round
- 3.2 All entry fees include the published practice sessions, and MSA fees
- 3.3 **Entry fees must be paid to:**

Southern Africa Endurance Series (PTY) LTD

Bank: First National Bank

Acc No: 6292 060 3645

Branch: 250-655

Reference: The First Drivers Name and car Number to be placed as the reference.

Note: Proof of payment must be sent to accounts@saeseries.com

The entry and closing dates for entries will be advised before each event.

4. Teams and Drivers

- 4.1 The following formula will be applied to determine the minimum time of race distance any one driver needs to drive during any SAE race.
For a **minimum** % of the **total advertised race length**, calculated as follows:

Total race duration (time) in minutes divided by **the number of drivers entered Plus 1 (for calculation purposes)**.

Example 1:

9 Hour race (3 registered drivers);

540 minutes / 4 (3 drivers + 1) = 135 min (25%) minimum per driver

Example 2:

3 Hour race (2 registered drivers);

180 minutes / 3 (2 drivers + 1) = 60 min (33,33%) minimum per driver

Example 3:

4 Hour race (2 registered drivers);

240 minutes / 3 (2 drivers + 1) = 80 min (33,33%) minimum per driver

Example 4:

5 Hour race (2 registered drivers);

300 minutes / 3 (2 drivers + 1) = 100 min (33,33%) minimum per driver

Failure to comply with this minimum time per driver shall result in a penalty calculated by subtracting 3 (three) laps per minute shortfall from the team's total number of laps for up to a total of 5 (five) minutes (i.e., a total of 15 (fifteen) laps). Should a team exceed the 5 (five) minutes total shortfall per driver the team will lose all finishing place points and will gain only 1 (one) point for finishing the race. Should a driver suffer a mechanical breakdown or any other misfortune during a race, the time taken to recover and or repair the car will be included in that driver's total time.

NOTE: Where a race is scheduled to run a portion of the race distance in either Nautical or Civil Twilight, it will be mandatory that all drivers run under such conditions and will need to complete a minimum of 3 (three) consecutive laps of the allocated mandatory night practice session set up the day before for that event. Any driver not participating in the

mandatory night practice session must make written application to the Clerk of the Course (CoC) to partake in the race. The decision of the Clerk of the Course is final.

- 4.2 Each Entry must have a Team Manager who may not be a driver entered into the event. This generally will be the person who registers the team with the organisers prior to entering the event. Should a penalty be applied to a driver during the event and where the driver is unable to be summoned to the COC, the team manager will be summoned to a hearing will be held with the team manager and penalties will be applied.
- 4.3 A driver wanting to compete in the 1 (one) hour dash must complete a separate entry form and a further entry should he/she want to compete in the 4 (four) hour endurance race subject to that a second car is used for this purpose. A maximum of 1 (one) driver is permitted to enter the 1 (one) Hour dash per car.
- 4.4 An Entry may be comprised of a maximum of 4 (four) drivers, 1 (one) Team Manager and 5 (five) Pit crew. Additional persons may be utilised within the pit garage at the team's own circuit gate entry costs.
- 4.5 Should a team withdraw before qualifying in the race, another team may nominate a change of a previously entered driver before qualifying. Such approval can only be approved by the Stewards of the event.
- 4.6 Competitors and teams are required to be prepared at least 15 (fifteen) minutes prior to the scheduled start of the program session

5. **Tyres**

- 5.1. The **DUNLOP** tyre brand is the only tyre brand permitted in the Southern African Endurance Series. The number and size thereof is free in all Classes except where a sub-set of class regulations document other type or size of tyre be used. (This is also applicable to the 1-Hour Dash Class)

6. **Classes**

Classes are based on the declared capacity on the entry form.

6.1 **Sports Racing Cars:**

- **Class A: (GT3 & Open Class) MSA National Championship**

Open to all modified cars with an engine capacity above 1400cc and approved by the organisers. Capable of achieving a lap time within 103 (one hundred and three) % of the previous year's pole position / fastest lap time for this series.

6.2 **Production GT & Saloon Cars: - MSA National Challenge**

- **Class B: (GT4 & Saloon)**

Any car over 3200cc, including forced induction. Cars complying in spirit with GT4 regulations in all respects of the Ballance of performance parameters.

6.3 **Saloon Cars**

Class C: - MSA National Challenge

- All cars (saloon/touring 1400cc - **3199cc**) for entry to this class is subject to the pre-approval by the event organisers. Application to the organiser is to be made prior to entry.

6.4 **Production Sports Cars: (National Roadsters) MSA National Championship**

- **Class D:** All sports cars with engine capacity between 2000cc to 3999cc – Typical Backdraft and NASH cars.

6.5 **1-Hour Dash - MSA National Challenge**

- Open to all modified cars with an engine capacity above 1400cc and approved by the organisers **and** capable of achieving a lap time within 120 (one hundred and twenty) % of the previous year's **Class A** pole position / fastest lap time.
- Additional entered and registered competitors may be added to race in the 1 Hour Dash.

6.6 **The Index of Performance: MSA National Championship** (Applicable to all classes listed above). Target lap time-based championship as scored in 7.3 below.

6.7 **Class E: Club Championship - Open to all Volkswagen SupaCup and Toyota SupaCup competition cars. All cars must comply with the SupaCup technical regulations. Race distance will run half the time of the SAE A-D classes per event unless stated otherwise, minimum time will be 90 minutes.**

NOTE: The SAES organisers retain the sole right to determine which cars fall into which class at all times.

6.8 The penalty for a false declaration will be exclusion from an event.

6.9 Vehicles with forced induction and all Rotary engine vehicles will be subject to an equivalency multiplier of 1.4 (one point 4) for standard OEM, non-modified turbos. A factor of 1.6 (one point six) will be applied for any non-OEM and/or modified turbo, whereby their actual capacity will be calculated. Forced induction Rotary engine cars will be subject to an equivalency factor of 2.0 (two).

7. Scoring

7.1. The championship comprises of 6 (six) events, as per SSR 2 above. A competitor's 5 (five) best scoring rounds count towards the championship. Only an event entered in and where a competitor has taken to the circuit at the beginning of the actual race may drop his/her worst scoring round for championship scoring purposes.

7.2. Points will be awarded as per Appendix B1 of these regulations. Class positions are determined by the points scored in the overall championship, carried over to the class table.

7.2. For inclusion in the Overall, Index and Class Championship scoring, a driver must have finished and scored in not less than two (2) rounds of the current Championship. Such deletions from the championship log will start after round 4 (four) of the championship.

7.3. **The Index of Performance** target lap time is determined by taking the two fastest laps set by a car during a race and dividing the total of those two (2) fastest laps by 2 (two) to achieve a smoothed target lap time. This time is then used to calculate which entry came closest to its overall race time based on the target time.

7.4. All events of more than **six** hours (**6**) Hours advertised duration shall score points as listed in **Appendix B2 and B3** of these regulations.

7.5 Guest Driver Participation

7.5.1 **Guest** drivers who enter only the final championship round event and have not participated in at least **two (2)** prior rounds of the South African Endurance Championship will not be eligible to earn:

- 7.5.1.1 Championship points (Overall, Index, or Class); or
- 7.5.1.2 Team points for any performance during the championship round of the specific event.

7.5.2 **For the last event of the year Kyalami 9 hour** registered teams that introduce a driver solely for **this** specific round of the championship **event** will not earn any championship

points for that driver's contribution, even if the team is otherwise fully registered. Points earned by other eligible team drivers will be awarded in accordance with standard scoring procedures. Guest driver participation shall not affect the allocation of points to championship contenders.

7.5.3 For the purpose of calculating championship standings, any driver or team entry declared ineligible under the above clause will be excluded from the points classification. Championship points will be awarded to eligible competitors as if the ineligible driver or team had not participated.

8. Awards & Trophies per Race Meeting

8.1 Overall and Index of Performance: 1st overall, 2nd overall & 3rd overall

Classes: 1st, 2nd & 3rd placed, with the **provisor** that a minimum of 6 (six) entries per class or more are received on closing of entries, failing this, only 1st placed will receive a trophy.

9. Qualification as a Finisher

9.1. A vehicle must cross the finishing line under its own power on the circuit after the chequered flag has been shown and must have completed at least 75 (seventy-five) % of the race distance of its class to qualify as a finisher. A vehicle may not be pushed at any time by any means during an event except by track officials and/or except where the vehicle has reached the pit entry line and may be pushed by personnel authorised to be on the pit lane.

9.2. Race distance will be defined as the number of laps completed by the leading vehicle in each class. Should there be only one (1) vehicle or should only one (1) vehicle in a class finish, the organisers will determine a class race distance based on 75 (seventy-five) % of a race distance calculated by using the historical lap times of a car in that class.

9.3. The Pit Lane Exit will close 5 (five) minutes before the end of the race. This closing time is based on the timekeeper's time and not subject to a visual aid to time of the closure.

10. In-car timing, Data Logging and Cameras

10.1 As of the first event of 2026, all teams/entrants must have their own transponder/transponders (with driver switch) per vehicle/driver as approved by the SAES.

10.2 The organisers reserve the right to supply a team with a camera/s to be mounted in a race car. A team may not refuse to install these cameras.

10.3 The team manager must sign for the installed camera and must ensure that is in full working condition before leaving their pit garage.

10.4 If the officials receive a report that a camera is not active and transmitting, the team manager will be informed of the situation. The camera will be inspected at the teams next pitstop.

10.5 Upon inspection during the pitstop, it is determined by the i-Cam technician that the camera was incorrectly installed, tampered with or purposefully disabled or turned off. The competitor will be immediately excluded from the race.

11. In-car communications

In car communication (ship to shore) is compulsory and must be in full working order in all classes for the full duration of the practice/qualifying/race. Non-compliance will result in a technical infringement.

12. Qualifying

- 12.1. Qualification times will only be taken from the official qualifying session for the event and may be modified by the stewards on the day.
 - 12.1.1 For race meetings that host a Double-header round (2 (two) rounds on one (1) weekend), the second race on the weekend may use the best lap of the first race to determine the grid for the second race. (**Note:** If there is a driver change between race one (1) and two (2), only the lap times of the drivers that raced in the first race of the weekend will be used to determine grid position for the second race).
- 12.2. Vehicles failing to qualify will start from pitlane. Should there be more than one (1) such competitor, the order will be determined by the CoC with preference given to the competitor who achieved a faster lap time in the practice of the weekend, failing this, a higher placed finish in a previous race and so on.
- 12.3. On the grounds of safety, A minimum qualifying time will be applied as follows:
 - 12.3.1 All team drivers must partake in qualifying. The drivers qualifying times will be added together and divided by the number of drivers entered in the race to attain an average qualifying time in order to determine the grid starting position. Each team may elect which driver will start the race. For teams fielding more than three (3) drivers, a maximum of three (3) drivers will need to do the qualifying sessions.
It is required that the SLOWEST driver in a team wishing to enter the endurance class must obtain at the very least one (1) lap with a time inside of 120 (one hundred and twenty) % of the previous year's pole position / fastest race lap time (whichever is the quicker) to be pre-Qualified to be allowed to participate in the endurance race. Note: should the team as a whole have qualified at previous events, and they have taken on a new driver into the team. That new driver will be the classified "Slowest" driver for pre-qualifying session.
 - 12.3.2 Should the slowest driver fail to pre-Qualify; the team may either nominate another driver OR withdraw that driver from their line-up in order to qualify.
 - 12.3.3 For the first round of the Championship, the pre-qualifying time will be set at 130 (one hundred and thirty) %, with the second round of the Championship pre-qualifying time set at 125 (one hundred and twenty-five) %. This is designed to allow new competitors or returning competitors with new equipment the option to tweak things when entering the championship.
 - 12.3.4 All final decisions on Pre-Qualifying will be at the sole discretion of the CoC.
- 12.4. Competitors are to ensure that the transponder is fitted to their vehicles from the first practice session of the event. Competitors venturing onto the circuit without a working transponder will be black flagged.
- 12.5. A competitor who consistently drives slowly due to a mechanical or technical issue for more than one (1) lap in either qualifying or a race will receive a black and orange flag and must return to the pit for repairs. If a car is returned to its pit for repairs and leaves the pit garage to drive slowly again, the Clerk of the Course may, at his/her sole discretion, black flag such a competitor.

13. Safety Car

- 13.1 A Safety Car will be used as described in Appendix E of these regulations.
- 13.2 Pit stops are allowed during a Safety Car intervention period. Pit exit will be closed as per SSR 9.3 and Appendix E, safety car.

14. Red Flag

- 14.1 Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by the Clerk of the Course.
- 14.2 Drivers may take on personal refreshments during a red flag stop but must remain in the vehicle.
- 14.3 A vehicle may not be worked on during a red flag situation while stopped, but windscreens, radiator or visors may be cleaned of debris.
- 14.4 Vehicles may enter the pits during a red flag stop but will not be able to leave the pits while the pitlane is closed.
- 14.5 A TWO (2) minute board will be shown to signal a rolling restart behind a safety car.
- 14.6 The order of a restart will be the order at which the drivers were running on the last completed lap before the red flag came out.

15. Fuel

- 15.1 A maximum of 120 (one hundred and twenty) litres on board fuel capacity is permitted unless a car has a greater fuel capacity as homologated by the FIA. Entrants must supply the organisers with the relevant FIA Homologation Document or Number to verify the fuel capacity of the car.
- 15.2 Only Petrol and Diesel based fuels as specified by MSA GCR 240 are allowed. Octane boosters specified as in GCR 240 are allowed. Any other form of fuel MUST receive written approval of from both MSA and the SAES organisers.
- 15.3 For penalties against entrants/competitors not complying with any part of SSR 15 - **refer to Appendix G.**

16. Refuelling

- 16.1 Only refuelling equipment as specified in Appendix A of these regulations may be used.
- 16.2 A maximum of 6 (Six) crew members (inclusive of lollipop man, jack man, refuelers, team manager, wheel gunman, tyre changer) may be involved in the refuelling of a car whilst the car is on the ground in the working Pit Lane during an event. (**NOTE:** No additional crew may be allowed in pit lane during the pitstop)
- 16.3 Drivers may remain in the vehicle or conduct a driver change only during refuelling. Only a fully cladded crew member or exiting driver attired as per rule SSR 16.7 below may assist in the changeover of an incoming or outgoing driver. (No additional driver in the team may be involved in the driver change other than the exiting or entering driver unless he/she is part of the crew as per SSR17.1.1 below)
- 16.4 Each entry must have a minimum of (5) five 9kg dry powder or equivalent fire extinguishers. Four (4) of these must be placed within easy reach of the refuelling crew on the pit lane and the fifth (5th), with its safety pin deactivated, must be held by a crew member, and faced towards a refuelling operation. All fire-extinguishers must carry a current sold by date or a current service date (serviced in the last 12 months).
- 16.5 The vehicle engine must be shut down during refuelling and may not be started until refuelling is complete.
- 16.6 A wet blanket must be placed over the wheel or exhaust area closest to the vehicles fuel intake point. (Where the fuel Nozzle is situated above the wheel or exhaust) The blanket must be of suitable size to cover the vehicle wheel and/or exposed exhaust area.
- 16.7 All refuelling crews shall be attired with a fireproof balaclava, fireproof gloves and a fireproof overall or suit approved by the series scrutineer. In addition, the crew holding the refuelling nozzle and also the crew holding (if used), an overflow or splash bottle shall wear a full-face crash helmet with the visor lowered.
 - 16.7.1 All crew eligible to work on the car in the pitlane shall be always attired with a minimum of a Level 1 **fireproof** overall as well as a balaclava and gloves.

- 16.8 The refuelling crew shall be comprised of one crew member holding a readied fire-extinguisher as in SSR 16.4 (not performing any other function simultaneously); one (1) holding the refuelling device and one manning the shut off valve on the refuelling rig, if used. The shut off valve must always be manned during the refuelling process.
- 16.9 No refuelling is allowed in the Pit Garage at all during the race weekend.
- 16.10 No work of any nature is allowed on the vehicle whilst it is being refuelled.
- 16.11 Vehicles may be refuelled by gravity feed only.
- 16.12 Bulk fuel (i.e. 200 (two hundred) litres) may not be stored in the Pit Garage or Pit Front at any time.
- 16.13 The refilling of fuel rigs with electric pumps is not permitted unless the equipment complies with FIA standards, otherwise only manual, or air pressure pumps may be used.
- 16.14 No booms may cross the pit lane at a height of less than 1.90 (one point nine) meters.
- 16.15 Fuel spillage of any nature will subject the vehicle to a drive through penalty.
- 16.16 All cars must be connected to an earth point whilst refuelling.
- 16.17 Contravention on any of the above items will be penalised **as per Appendix G of these regulations.**

17. Pit Lane

Definition of pit crew who can enter onto pitlane are not limited to the following roles of which only a maximum of 6 (six) may be in the pitlane during a pitstop. These 6 (six) must be fully attired in the correct clothing. Refuelers must wear a full-face helmet. For clarity, a third driver (3rd) may not be on pitlane during a pitstop unless he/she is part of the crew as per SSR17.1.1 below:

- Team Manager,
- Lollipop man,
- Refuelers,
- Jackman,
- Wheel gun man,
- Tyre changer
- Fire Extinguisher man

- 17.1 A maximum of 6 (six) technicians (Car Crew, including the lollipop man) can work on a car whilst it is stationary in front of the Pit Garage on Pit Lane.
- 17.1.1 Drivers and Team Managers may be part of the 5 (five) technicians but not in addition to.
- 17.2 A maximum of 2 (two) crew may be present on the pit wall. These will be identified and accredited separately at the beginning of the event.
- 17.3 Wheels may be changed on the Pit Lane.
- 17.4 Fluids and lubricants may be checked and topped up on the Pit Lane.
- 17.5 No mechanical or electrical work may be carried out on the pit lane. Brief checks may be carried out, but should other work be required the vehicle must be pushed into its pit garage before any work can commence. Penalties for contravention of this rule - **refer Appendix G.**
- 17.6 Vehicles may not be push started during the race. Penalties for contravention of this rule - **Refer Appendix G.**
- 17.7 Vehicles leaving the pit area may be assisted with a push by crew if it is attempting to pull off under its own power.
- 17.8 The pitlane speed will be indicated in the Supplementary Regulations for each event. Failure will result in a default pitlane speed of 50km/h. Penalties for contravention of this rule - refer to Appendix G.

18. Pit Garage

- 18.1 Car engines may be started in the Pit Garage with the sole intent of removing the car from the pit garage. It may not idle in the pit garage.
- 18.2 There is no restriction on how many people may work on a car in a Pit Garage.
- 18.3 No fuel may be stored in the Pit Garage, other than 100 (one hundred) litres ready to be installed into the header tank.
- 18.4 No smoking, consumption of alcohol, or children under the age of 16 (sixteen) is/are permitted in the Pit Garage, Pit Wall or Pit Lane at any time.
- 18.5 If any major components are changed during the race approval must be obtained from a Scrutineer to re-join the race after inspection of the repair.
- 18.6 Only persons wearing the appropriate accreditation may enter the pit garage or pit service apron during an event.
- 18.7 All cars must use an environmental mat when in the pit garage or the pit lane as per Appendix D of these regulations.

19. Pit Wall

- 19.1 When the pit lane entrance is open, only persons carrying a "Pit Wall" accreditation lanyard are allowed on the pit wall area during a race, free practice, and qualifying sessions. No person under 16 (sixteen) years of age is permitted on the pit wall.
- 19.2 Once the pit lane has been closed, 5 (five) minutes before the end of race, only then can pit crew with the pre-requisite access cards or issued armbands be allowed onto the pit wall until the end of the race.

NOTE: Any damages to the venue (pits, circuit or surfaces) will be borne by the competitor.

20. Race Start and Finish Procedure

- 20.1 Race starts will be conducted by way of a rolling start unless otherwise stated in the event SRs.
- 20.2 The Pit Lane will be opened Fifteen (15) Minutes, or as specified otherwise in the event SRs, prior to the scheduled start of the race.
- 20.3 The pit lane exit will close ten minutes after opening unless otherwise directed by the CoC.
- 20.4 GCR272 (iii) will not be applied for the last lap of the race.

21. Outside Assistance

- 21.1 In the event of a vehicle breaking down on the circuit, no outside assistance is permitted other than by the track officials who may move the vehicle to a safe position or position the vehicle for towing the vehicle back to the pits. Such assistance may be used to restart the engine.
- 21.2 A vehicle may only be returned to the pit area by means of it being towed behind a support vehicle by means of a tow strap. A roll back or trailer may be used to return the vehicle to the pits during a race if directed by race officials.
- 21.3 Only the driver is permitted to make repairs outside of the designated pit area during a race. No assistance may be given by any third party outside of the confines of the circuit demarcated areas. Should a driver abandon or leave a car on circuit the car is deemed as retired and may not be retrieved for repair.
- 21.4 No refuelling or replenishment of fluids or lubricants is allowed on the circuit.
- 21.5 The penalty for non-compliance, **refer Appendix G.**

22. Lighting

- 22.1 All vehicles will be required to have the following lights operating at scrutineering and at the start of an event as per SSR 22.2, 22.5, 22.6 and 22.7 below. At least a minimum of one (1) of each of these lights shall be operational during the event.
- 22.2 Two (2) operating Headlamps mounted in their original positions or as per 22.4. A headlamp may contain a multiplication of elements within the same housing. The headlamp lenses may not be covered.
- 22.3 A maximum of two additional front facing spotlights may be fitted. GT3 cars must comply as homologated as well as with FIA Appendix J 257a Article 503.
- 22.4 Unless original equipment, no front facing lamp, as in SSR 22.2 and 22.3 above, may be fitted so that the top of the lamp protrudes above a line drawn from the front of the cockpit area or the base of a wind screen to the highest forward part of the car's bodywork forward of the cockpit area with the exception of Lotus Seven type vehicles which may have their headlamps fitted in their traditional position. Any extra lamps as in SSR 22.3 above on this type of vehicle must be fitted lower than the two headlamps. No lamp may exceed 200 (two hundred) mm in lens diameter or length.
- 22.5 Two (2) operating tail lamps is mandatory.
- 22.6 One (1) operating Brake Light is mandatory.
- 22.7 Front and rear working indicators as and if originally fitted to the vehicle.
- 22.8 A maximum of two (2) small forward facing recognition lights may be fitted. These may be of any colour except Red. If strip lights are used, they may not be more than 150 (one hundred and fifty) mm in length.
- 22.9 Lights must be turned on when advised by race officials by way of a LIGHTS ON board which will be displayed at the start line for 3 (three) laps.
- 22.10 Vehicles which do not display the operating lights as specified in SSR 22 will be black / orange flagged (Technical Flag) during an event and must return to the pits to repair any faults or damage.
- 22.11 No additional light/s may be added to a vehicle during an event.
- 22.12 No rear facing white coloured light/s are permitted.
- 22.13 Additional high visibility reflective tape may be required (front, back and both sides) as deemed necessary by the Clerk of Course.
- 22.14 If the officials receive complaints that a specific team's lights are too bright and is affecting other cars it approaches, the competitor will be warned to adjust the said lighting configuration to a more acceptable brightness on the grounds of safety. Failure to comply will see the car given a technical Black and Orange flag, and the team will be instructed to call the competitor to his/her pit and rectify the problem before rejoining the race.
- 22.15 For events that run a portion of the race under the cover of darkness, cars entering the full endurance event will need either a backlight or illumination on the door number.

23. Communications and Timing

- 23.1 All events will operate as an online internet-based system and there will be no paper records.
- 23.2 Teams must be equipped with the necessary Laptops, PCs etc to log onto the internet or relevant wi-fi to follow the progress of the event and to receive instructions.
- 23.3 Screens will update as soon as the system allows.
- 23.4 In the absence of an onboard transponder with a variable driver switch, each driver shall have a separate timing transponder which must be changed at every driver change during practice sessions and the race.
- 23.5 Transponders must be fitted to the actual car and may not be fitted to a driver's helmet or body.
- 23.6 The event timing/timekeeper will be indicated in the published Supplementary Regulations (SR) unless otherwise notified via an official bulletin.

23.7 The official timing will be the timekeeper's clock.

24. Car Recognition

- 24.1 A vehicle will retain the same race number for the entire season.
- 24.2 It is compulsory to fit a decal either side of a vehicle showing each driver's name and each drivers Country of Domicile.
- 24.3 Each car required a Letter in front of their number indicating the cars specific class.
- 24.4 The organisers reserve the right to fit sponsors decals to a car.
- 24.5 The championship leader in each class (after round 1 (one) may display the race number with a red background and white number. This will be referred to the "Red Plate".
- 24.6 Competitors to register their car numbers on www.saeseries.com. Numbers that will be up for selection is 1 (one) to 99 (ninety-nine) (the number 1 (one) is reserved for the previous year's Overall National Championship winner and the number 10 (ten) for the previous year's Index of Performance National Championship winner.

25. Silencing

- 25.1 It is compulsory that cars do not exceed an exhaust noise level measured and set as per SAES Appendix C of these regulations. Silencers are not a compulsory fitment.

26. Tow Straps

- 26.1 All cars must be fitted with front and rear tow hooks or straps. Should a tow point not be available during a recovery of a vehicle/s, the recovery crew will attach their towing equipment to any convenient point on a vehicle and any ensuing damage will be for the responsibility of the entrant/competitor.

27. Drivers Apparel

- 27.1 All drivers' apparel must be presented at scrutineering for examination. Race suits must comply with a minimum LEVEL 3 as specified in MSA GCR 239. GCR 239 will apply to all safety items.

28. Bodywork

- 28.1 Cars may not take part in a qualifying session or a race without any part of the bodywork as presented at scrutineering, or with repairs not passed by the scrutineers.

29. Documentation & Scrutineering

- 29.1 Documentation, scrutineering will take place on Friday before the Qualifying of each event unless advised otherwise in the event SRs.
- 29.2 Failure to attend Drivers Briefing by the Team Manager and all drivers, will result in penalties as in, **refer to Appendix G**.

30. Administrative Checks

- 30.1 During preliminary administrative checks all entrants must have all the required Licences and documents as required by the organisers. Amongst which:
 - a) Entrant's and Competitors competition Licences.
 - b) MSA authorisation in accordance with SSR 3.9.4 above. of International Sporting Code if it is not included with the competitor's competition Licence.

- c) medical insurance if not included with the competitor's competition Licence Licence.
- d) Parental authorisation will be required when the competitor is under 18 (eighteen) years of age.

31. Safety Harnesses / Belts

- 31.1 Full compliance is required as required under **GCR 239 D**.
- 31.2 For SA GT competitors competing in the SAE series, refer to the safety harness regulations applicable to GT3 and GT4 competition cars under the **Standing Supplementary Regulations SA GT Racing Association National Championship**.
- 31.3 A minimum of a 5 (five) point harness is compulsory to the FIA specification 8853/98 or 8853-2016

32. Rollover Structures

- 32.1 Roll cages and their construction must comply with GCR 239 C read in conjunction with Appendix J of the FIA Articles.
- 32.2 Teams must ensure full compliance with GCR 239 C 3.1 and 3.2 and that such requisite is checked against their tallest competitor in the driver team.
- 32.3 The responsibility to prove such safety compliance rests solely with the team manager.
- 32.4 It is permitted to add material to the rollover structure to ensure compliance with GCR 239 C 3.1 and 3.2
- 32.5 Scrutineers may conduct random checks throughout the event to ensure compliance with GCR 239 C.
- 32.6 Competitors found to be in breach of any part of article 32 while on the circuit will be shown the black and orange flag by the Clerk of the Course.

SA Endurance Series

Appendix A

Refuelling Systems

A. FIA Approved Single and Twin Nozzle Systems

The refuel systems must carry a current FIA Label of Approval as per Appendix 252-7 which is available on the FIA website as a download. **It is the responsibility of the entrant to prove that the system is FIA approved.**

B. Non-FIA Approved Fuel Rigs with a standalone Tank

1. Only a single refuelling hose of a maximum of 38mm I.D. may be used.
2. The fuel delivery hose to the car must be fitted with a shutoff nozzle with a maximum of 33 (thirty-three) mm I.D. at its exit into the car fuel tank entry port.
3. All hosing used must be to S.A.B.S fuel hose standards. The onus rests with the competitor to produce such evidence that the pipes are S.A.B.S approved when asked by the relevant official.
4. The maximum refill storage tank capacity is 200 (two hundred) litres .
5. The top of the storage tank may not be higher than 2000 (two thousand) mm from the ground.
6. The maximum diameter of the fuel storage tank may not exceed 1000 (one thousand) mm.
7. The fuel storage tank must be fitted with a vent pipe on top of the storage tank. The vent pipe shall be of a minimum 13 (thirteen) mm internal diameter and 1000 (one thousand) mm in length. The top of the vent pipe must be fitted with a flame trap.
8. A manually operated shut off valve must be fitted between the outlet hose or pipe directly at the tank.
9. The fuel rig must be earthed at all times via a minimum 10 (ten) mm earthing cable.

C. FIA and Other Approved Fuel Churns

1. FIA approved, and other churns supplied manufacturers which are SAES approved may be used.

D. Non-FIA Approved Fuel Churns

Non-FIA approved by SAES may be used as long as they meet the requirements of SAES Scrutineers as follows:

1. The churn may not hold more than 30 (thirty) litres
2. The churn outlet nozzle must be a minimum length of 200 (two hundred) mm, and the internal diameter of the delivery nozzle may not exceed 33 (thirty-three) mm.
3. The churn must be fitted with a shut off valve on the delivery hose.

No other fuel systems will be allowed unless approved by SAES scrutineers.

E. SATC Series Approved Refuelling Systems

1. Dry-Break refuelling systems as approved by the controllers of the MSA SATC Series and as approved by SAES officials may be used.

SA Endurance Series Appendix B

Points scoring for Events of between 3 (three) and 5(five) Hours advertised duration will receive the points of **table B1**.

Points scoring for Events of greater than **6 (six)** Hours advertised duration will receive the points of **table B2** after the halfway point of the race time. (ie. 3 (three) hours of a 6 (six) hour **OR** 4½ (four and a half) hours of a 9 (nine) hour race).

Points scoring for Events of greater than 5 (five) Hours advertised duration will receive the points of **table B3** after completing the last half of the race (i.e., Last 3 (three) hours of a 6 (six) hour OR last 4½ (four and a half) hours of a 9 (nine) hour race).

| Appendix B1 | | Appendix B2 | | Appendix B3 | |
|-------------|--------|-------------|--------|-------------|--------|
| Position | Points | Position | Points | Position | Points |
| 1 | 50 | 1 | 25 | 1 | 75 |
| 2 | 45 | 2 | 23 | 2 | 67 |
| 3 | 41 | 3 | 21 | 3 | 61 |
| 4 | 38 | 4 | 19 | 4 | 57 |
| 5 | 35 | 5 | 18 | 5 | 52 |
| 6 | 33 | 6 | 17 | 6 | 49 |
| 7 | 31 | 7 | 16 | 7 | 46 |
| 8 | 29 | 8 | 15 | 8 | 43 |
| 9 | 27 | 9 | 14 | 9 | 40 |
| 10 | 25 | 10 | 13 | 10 | 37 |
| 11 | 24 | 11 | 12 | 11 | 36 |
| 12 | 23 | 12 | 11 | 12 | 35 |
| 13 | 22 | 13 | 10 | 13 | 34 |
| 14 | 21 | 14 | 9 | 14 | 33 |
| 15 | 20 | 15 | 9 | 15 | 31 |
| 16 | 19 | 16 | 8 | 16 | 30 |
| 17 | 18 | 17 | 8 | 17 | 28 |
| 18 | 17 | 18 | 7 | 18 | 27 |
| 19 | 16 | 19 | 7 | 19 | 25 |
| 20 | 15 | 20 | 6 | 20 | 24 |
| 21 | 14 | 21 | 6 | 21 | 22 |
| 22 | 13 | 22 | 5 | 22 | 21 |
| 23 | 12 | 23 | 5 | 23 | 19 |
| 24 | 11 | 24 | 4 | 24 | 18 |
| 25 | 10 | 25 | 4 | 25 | 16 |
| Finish | 5 | Finish | 3 | Finish | 7 |

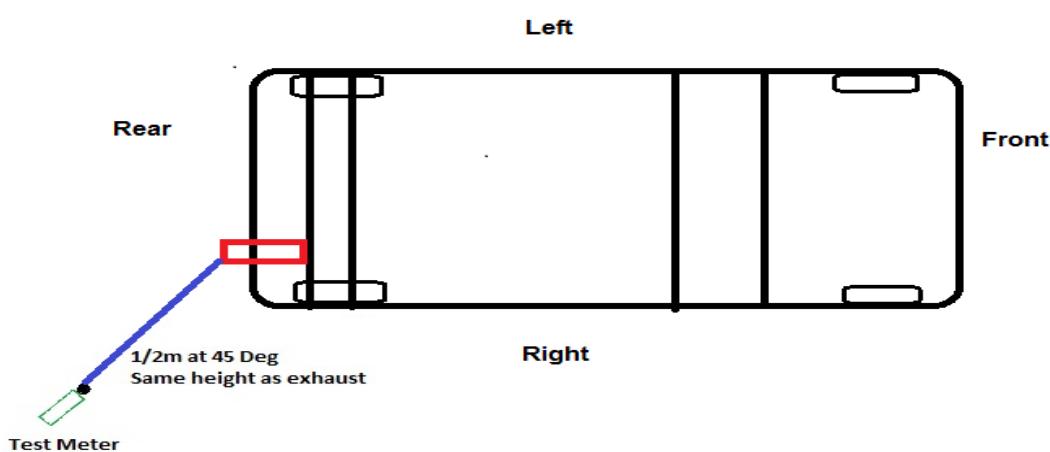
A vehicle must cross the finishing line under its own power on the circuit after the chequered flag has been shown and must have completed at least 75 (seventy-five) % of the race distance of its class to qualify as a finisher. Points allocated for events or combined races/heats of longer than 5 (five) hours advertised

combined duration, shall be ultimately a double point round with the proviso that $\frac{1}{4}$ (one quarter) of the points will be allocated (Table B2) at the halfway mark of the race duration (i.e. after 3 (three) hours of a 6 (six) hour race and after $4\frac{1}{2}$ (four and a half) hours of a 9 (nine) hour race), and the finishers of the full race receive the remaining $\frac{3}{4}$ (three quarter) points at the end of the race (Table B3).

SA Endurance Series Appendix C

SOUND MEASUREMENT

- 1.1 The measurement of sound levels will be made by placing the microphone at 50 (fifty) cm from the end of the exhaust pipe at a 45° (forty-five degree) angle and at the level of the exhaust outlet.
- 1.2 In the case of rear engine Sports and GT cars, the same test procedure as above may be carried out by placing the microphone at a distance of 2 (two) meters from the end of the exhaust pipe at a 45° (forty-five degree) angle and at the level of the exhaust outlet.
- 1.3 Where more than one exhaust outlet is present on the machine, the test must be repeated for each exhaust outlet and the highest reading will be the representative reading.
- 1.4 In circumstances where the exhaust outlet is not immediately available or accessible, the test may be conducted at a distance of 2 (two) meters from the centreline of the vehicle **with the microphone 1.2 (one point two) meters above the ground.**
- 1.5 Background noise should be at least 10 (ten) dB (A) below the measured level. It is necessary that there is a minimum of 20 (twenty) meters radius open flat space around the vehicle. Where possible, measurements must be taken as close as possible to the vehicle, at the defined distance to avoid background noise.
- 1.6 The static sound level limit at is 108 (one hundred and eight) dBA at the ½ (half) meter test and 99 (ninety-nine) dBA at the 2 (two) meter test.
- 1.7 A drive by sound test may be conducted at a maximum sound level of 96 (ninety-six) dBA.
- 1.8 Engines must be revved to 75 (seventy-five) % of the maximum (red line) limit for the test.



SA Endurance Series Appendix D

Environmental Mats

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 is allowed by the organisers.
2. 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 (but not as a replacement or alternative), 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. 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. 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.
5. For use on a concrete, tiled or closed surface a non-absorbent groundsheet is considered adequate for use as an environmental mat.
6. If required, absorbent environmental mats are available from MSA offices.

SA Endurance Series Appendix E

Safety Car Procedures

The basis for this document is a speedy reaction to and recovery of broken race cars during open practice, qualifying and endurance race conditions.

1. The Safety Car and a Course Car are deployed from the Pit Lane exit by the CoC for an incident. The Course Car will deploy at the instruction of the CoC. The Safety Car will pick up the LEAD Car of the event as it approaches the Pit Exit area and will proceed onto the circuit holding position in front of the LEAD car. Should the lead car have pitted the next following car will be deemed as the lead car.

The Course Car officials will decide in conjunction with the CoC by radio communication if the incident requires a recovery of vehicle/vehicles to the pits or the vehicle/vehicles are to be abandoned from the event and moved to a place of safety.

The SC will proceed around the circuit and may pass the CC & RV when it re-enters the circuit to return to the pit area.

2. The SC will only switch off its lights for a restart when the RV and CC have entered the pit area under instruction from the CoC.
3. The SC boards will be removed once the SC has exited the circuit, and no car may overtake another prior to the Start/Finish line where a green flag will be waved.
4. The pit exit will be deemed to be closed when the safety car train enters the pit straight and will remain closed until the last car in the train has passed the pit exit.
5. Should the pit straight area be blocked by debris from an incident, the SC may use the pit lane to avoid that section of the circuit during the SC period at the discretion of the CoC.
6. Once the SC lights have been switched off competitors may not weave behind the SC but must maintain a single line of vehicles until the restart.
7. Should the SC come up behind a slow-moving competitor during the SC period that competitor must be taken as a slow-moving vehicle with a white flag displayed by the marshals, and it must take up position at the rear of Safety Car “train” after being passed by the SC and all other competitors.
8. Cars must proceed at a safe speed to catch up to the SC and form a train behind the SC.
9. Cars leading the SC train may not accelerate and or pass the SC until the SC has left the circuit.
10. **Race Pause under Safety Car:** In the event of a significant on-circuit safety issue necessitating intervention—such as the removal of excessive standing water, oil spillage, or the extended recovery of accident-damaged vehicles—the safety car will be deployed in accordance with standard protocol, displaying flashing lights to signal all competitors to reduce speed appropriately.

Once the safety car has been deployed, the pit lane exit will be closed. It will remain closed until the safety car train repasses and will then reopen to allow any car in pit lane out. Once the safety car train has passed the pit lane, the pit lane will immediately be closed. The clerk of the course will determine the position of the lead car and only once it is safe to do so, instruct the safety car to allow all lapped competitor to pass the safety car until the lead car is behind the safety car. Once all cars are in single file behind the safety car (safety car train)

the clerk of the course will direct race control to instruct the safety car (with flashing lights on) to enter pit lane. All competitors must follow the safety car into the pit lane, where **parc fermé** conditions will immediately apply. Any cars already stuck in pit lane during the pause will remain in their pit and all work on the vehicles must cease immediately and may only be continued once the circuit is reopened. Under ~~these~~ parc fermé conditions, no work may be carried out on any vehicle. Drivers may exit their vehicles and, in the event of rainfall, may cover the open cockpit.

Any cars stuck at pit exit will be allowed to reform at the back of the grid once the SC re-enters the circuit on the mandatory 3 (three) laps restart.

Once the circuit has been declared safe, the Clerk of the Course will instruct drivers to prepare for being released from pitlane. The safety car will then lead the field back onto the circuit with lights still flashing. Competitors will complete a further **three (3)** laps behind the safety car. During these laps, pit lane access will be permitted for activities such as refuelling and mechanical work.

Upon completion of the three (3) laps, the safety car will exit the circuit, and racing will resume under green flag conditions.

11. Non-compliance with any of the above by competitors, **refer to Appendix G for penalties.**

SA Endurance Series Appendix G – Penalties

The following penalties may be issued by the officials to the team managers who will be summoned to a hearing. Such penalties will be issued to the team managers, and the penalty will be posted onto the team manager's WhatsApp group.

Penalties applicable:

1. Fuel

- Entrants not complying with any part of SSR will be excluded.

2. Refuelling

- Contravention on any of the items in SSR 16 will be penalised by penalties of up to and including exclusion from the event.

3. Pit Lane

- Contravention of SSR 17.5, 17.6, 17.11 will be a drive through penalty.

4. Outside Assistance

- The penalty for non-compliance of any part of SSR is exclusion. Unless a satisfactory reason is accepted by the CoC.

5. Documentation & Scrutineering

- Failure to attend Drivers Briefing by the Team Manager and all drivers will result in a R5000.00 (five thousand) per person not in attendance unless written permission has been received in advance by the CoC for not attending.

6. Safety Car Procedures

- Non-compliance with any of the Safety Car Procedures by competitors may result in a drive through penalty.
- A Drive Through or Stop and Go penalty cannot be carried out once the Safety Car has been called or the red flag has been shown for the suspension of the race.
- Any drive-through or stop and go penalty applied by the CoC during the last 5 (five) minutes of the endurance race will result in such penalty being converted to a time penalty at the discretion of the CoC and will be added to the completed race time.

7. Technical Regulation Breach

- Any breach of the technical regulations as specified in Appendix F will be penalised in accordance with GCR 176.

The following (stop go/drive through) penalties are non protestable and do not require a hearing;

1. Crossing the white line at pit lane entry/exit
2. Exceeded the speed limit in pit lane. Refer SSR 17.11
3. Did not respect the yellow flags
4. Did not respect the track limits
5. Pit stop time infringement Refer SSR 6.5
6. Pit lane infringement: Refer SSR 16, 17, e.g.
 - Fuel spillage
 - Exceeding number of team members working on car in pitlane
 - Push starting a car from the pitlane
 - Starting/engine running while a car is refuelling
 - Incorrect clothing in the pitlane
 - No mechanical or electrical work may be carried out on the pit lane.
 - No refuelling is allowed in the Pit Garage.
 - All cars must be connected to an earth point whilst refuelling.

All other track infringements will result in the competitor (Team Entrant) being summoned by the Clerk of the Course.