



## SUPPLEMENTARY REGULATIONS (SR'S)

### 1. EVENT DETAILS

<b>NAME OF EVENT:</b>		<b>Top of the Hill</b>					
<b>CHAMPIONSHIP ROUND/S:</b>		<b>Round 1</b>					
<b>DATE OF EVENT:</b>		<b>24<sup>th</sup> &amp; 25<sup>th</sup> July 2026</b>					
<b>STATUS OF EVENT:</b>		Please indicate below:					
<b>INVITATIONAL</b>	<b>x</b>	<b>SOCIAL</b>		<b>CLOSED CLUB</b>		<b>CLUB</b>	<b>x</b>
<b>REGIONAL</b>		<b>NATIONAL</b>		<b>INTER PROVINCIAL</b>		<b>NATIONAL CHALLENGE</b>	
<b>EVENT:</b>		<p><i>The TOP OF THE HILL consists of two separate INVITATIONAL events staged under CLUB STATUS:</i></p> <ul style="list-style-type: none"> <li>• <i>Classic Car Friday (CCF) held on Friday, 24 July 2026</i></li> <li>• <i>Top of the Hill (TOH) held on Saturday, 25 July 2026</i></li> </ul>					
<b>VENUE:</b>		<p><b>TOP OF THE HILL, Zwartkops Raceway, R55 Road, Pretoria West</b>                  2000m Start to Finish lines.                  Zwartkops Raceway is located in Gauteng, South Africa, and its general elevation is around 1370 meters (4495 feet) above sea level. Specific points within the raceway may vary slightly.</p>					
<b>GPS CO-ORDINATES:</b>		<b>S 25.81161 E 28.11483</b>					
<b>CIRCUIT DETAILS:</b>		012 384 2299/ admin@zwartkops.co.za					
<b>DIRECTIONS:</b>		<b>R55, Lekkerhoekie 450-Jr, Pretoria, 0137</b>					

### 2. PROMOTERS / ORGANISERS

<b>PROMOTERS NAME:</b>	<b>Zwartkops Raceway</b>
<b>NAME OF CONTACT PERSON:</b>	<b>Zelda Verster</b>
<b>CONTACT NUMBER:</b>	<b>071 670 0585</b>
<b>EMAIL ADDRESS:</b>	<a href="mailto:admin@zwartkops.co.za">admin@zwartkops.co.za</a>
<b>WEBSITE:</b>	<a href="https://www.zwartkops.co.za/">https://www.zwartkops.co.za/</a>
<b>ORGANISERS NAME:</b>	<b>Zwartkops Racing Club</b>
<b>NAME OF CONTACT PERSON:</b>	<b>Zelda Verster</b>
<b>CONTACT NUMBER:</b>	<b>071 670 0585</b>
<b>EMAIL ADDRESS:</b>	<a href="mailto:admin@zwartkops.co.za">admin@zwartkops.co.za</a>
<b>WEBSITE:</b>	<a href="https://www.zwartkops.co.za/">https://www.zwartkops.co.za/</a>

### 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), as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2026 category regulations.
- Any relevant MSA Circulars of 2026, will take precedence to these Supplementary Regulations.
- These regulations must be read and adhered to by all competitors.

Link to the 2026 MSA GCR's –

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

### 4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

<b>MSA-2026143</b>	Permit issued (date):	<b>8 May 2026</b>
Please note that the MSA Flag will be prominently displayed at:		<b>Zwartkops Raceway</b>
Event WhatsApp Link:		

### 5. ELIGIBILITY OF COMPETITORS

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

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

- Drivers in compliance with SSR 1 and the relevant category regulations
- Vehicles in compliance with SSR 2 and the relevant category regulations.
- All cars as categorized and defined in point 12.

Competitors should have competed in at least 3 events sanctioned by any National or International Motorsport Body. Any entries where drivers have not completed such a minimum will be entirely at the discretion of the Organizer.

### 6. COMPETITION LICENCES

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

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](http://www.msaonline.co.za) – For any assistance regarding the licence system, please do not hesitate to contact [msa@motorsport.co.za](mailto:msa@motorsport.co.za) or [support@motorsport.co.za](mailto:support@motorsport.co.za) call / WhatsApp After Hours only 063 371 4760

### 7. INJURY REGISTER

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

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

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

Refer to Appendix L - Article 2.9

### 8. ENTRANTS LICENCES

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

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

### 9. ADVERTISING & PUBLICITY

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

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

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

**9.3 Release of Media and Intellectual Property Rights**



Any and all TOP OF THE HILL events shall not be recorded or photographed for commercial purposes without the express written consent of Zwartkops Raceway Pty Ltd. All media (including images, photos, video footage, drawings and audio recordings) and intellectual property Rights related to or associated with TOP OF THE HILL events (collectively, "Media"), including the TOP OF THE HILL race ("TOH"), belongs to Zwartkops Raceway Pty Ltd, and is wholly reserved in perpetuity to ZWARTKOPS RACEWAY PTY LTD and its licensees.

#### **SUPPLEMENTARY REGULATIONS**

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

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

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

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

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

#### **9.4 Notice of Filming and Photography**

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

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

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

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

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

9.5 ZWARTKOPS RACEWAY PTY LTD) grants to the Entrant the revocable, limited, non-exclusive, non-assignable, non-transferable right to use ZWARTKOPS RACEWAY PTY LTD and TOP OF THE HILL trademarks, and all related trademarks, trade dress, slogans, logos, taglines, labels, other designs and production identification and other materials provided by ZWARTKOPS RACEWAY PTY LTD (“Trademarks”) provided all such uses and the manner and nature of such use receive ZWARTKOPS RACEWAY PTY LTD’s prior written approval.

This license is solely and strictly for participation in the Event by the Entrant and shall not be extended to any other purpose. Except for this limited license, no other rights are granted herein by ZWARTKOPS RACEWAY PTY LTD to the Entrant. At all times, ZWARTKOPS RACEWAY PTY LTD shall remain the exclusive owner of the Trademark and its trademarks, trade dress slogan and logos. Entrant's rights to use any of the Trademarks shall immediately cease upon the completion of the Event or earlier termination of this right by ZWARTKOPS RACEWAY PTY LTD for any reason in its sole discretion. The Entrant acknowledges that the provisions of this right do not convey to the Entrant any proprietary or other right, title or ownership interests in the Trademark. The Entrant will not use or attempt to register the Trademarks. Any use of Trademarks by the Entrant shall inure to the benefit of ZWARTKOPS RACEWAY PTY LTD and the Entrant shall not utilise the Trademarks in any manner which would diminish its value or harm the reputation of the other party or the value associated with the Trademarks except as expressly stated herein. The Entrant will procure that no third party shall alter any of the Trademarks without the prior written consent of ZWARTKOPS RACEWAY PTY LTD. For the avoidance of doubt, the consent of ZWARTKOPS RACEWAY PTY LTD required for the purposes of these rights may be given or withheld at the sole and absolute discretion of ZWARTKOPS RACEWAY PTY LTD and with such caveats and/or conditions as ZWARTKOPS RACEWAY PTY LTD, in its absolute discretion, deems appropriate for the protection of the Trademarks. All materials using any Trademarks shall be subject to prior review and written approval by ZWARTKOPS RACEWAY PTY LTD. For the avoidance of doubt, ZWARTKOPS RACEWAY PTY LTD shall not be responsible for the legality of the use of the Trademarks or any third-party rights or licenses and/or permission necessary to exhibit, publish, distribute and/or public performance by the Entrant and/or related materials produced by the Entrant.

## 10. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR’s.

## 11. OFFICIALS OF THE EVENT

CLERK OF THE COURSE	<i>Jean-Louis Maraz</i>	<b>B</b>	<b>21786</b>
MSA STEWARD	<i>Andrew Shillinglaw</i>		<b>6559</b>
CLUB STEWARD	<i>Luan Oelofse</i>		<b>15169</b>
SAFETY OFFICER	<i>Norman Shivambe</i>		
ENVIRONMENTAL STEWARD	<i>Zelda Verster</i>		<b>26465</b>
EVENT SECRETARY	<i>Zelda Verster</i>		<b>26465</b>
EVENT SECRETARY	<i>Tanya Thompson</i>		<b>28143</b>
CHIEF SCRUTINEER	<i>Mandy Chandler</i>		<b>15752</b>
TIME KEEPING SERVICE PROVIDER	<i>MOTO Timing</i>		
CHIEF TIMEKEEPER	<i>Morne Venter</i>		<b>44383</b>
CHIEF MARSHAL	<i>Stephen Kotze</i>		<b>4765</b>
MEDICAL SERVICE PROVIDER	<i>Med-Assist</i>		
CHIEF MEDICAL OFFICER/CMC	<i>Donovan Cooper</i>		
STARTER	<i>Joana Waldeck</i>		<b>38156</b>
RACE CONTROL	<i>Ivenette Visage</i>		<b>14547</b>
RACE CONTROL ASSISTANT	<i>Cher Stander</i>		<b>21370</b>

## 12. CLASSES

Refer to Standing Supplementary Regulations as shown below:

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

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

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

**NO TYRE WARMERS ALLOWED FOR THE FOLLOWING CLASSES**

Class H1 – H4 & H9

Class A1 – A8

**TYRE WARMERS ALLOWED FOR THE FOLLOWING CLASSES**

Class H5 – H8

Class B1 – B10

Class C1 – C6

**Classic Top of the Hill**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
<i>H1</i>	<i>Invitational</i>	<i>Pre-war cars</i>
<i>H2</i>	<i>Invitational</i>	<i>Road Cars up to 1970</i>
<i>H3</i>	<i>Invitational</i>	<i>Road cars 4-cylinder up to 1987</i>
<i>H4</i>	<i>Invitational</i>	<i>Road cars Rotary, 5-cylinder &amp; above up to 1987</i>
<i>H5</i>	<i>Invitational</i>	<i>Racing saloon cars 4-cylinder up to 1974</i>
<i>H6</i>	<i>Invitational</i>	<i>Racing saloon cars Rotary, 6-cylinder &amp; above up to 1974</i>
<i>H7</i>	<i>Invitational</i>	<i>Racing saloon cars, 4-cylinder up to 1995</i>
<i>H8</i>	<i>Invitational</i>	<i>Racing saloon cars, Rotary, 6-cylinder &amp; above up to 1995</i>
<i>H9</i>	<i>Invitational</i>	<i>Single seater, Sports &amp; GT up to 1980</i>

**TOP OF THE HILL – Road Going Saloon Cars & Supercars**

<b>CLASS:</b>	<b>STATUS:</b>	<b>DESCRIPTION:</b>
<i>A1</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 4-cylinder – TC or SC, F or RWD,</i>
<i>A2</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 4-cylinder – TC or SC, 4WD</i>
<i>A3</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 5, 6-cylinder &amp; rotary – TC or SC, 2WD</i>
<i>A4</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 5, 6-cylinder &amp; rotary – TC or SC, 4WD.</i>
<i>A5</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 5, 6-cylinder &amp; rotary – Naturally aspirated.</i>
<i>A6</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 8-cylinder &amp; above – Naturally aspirated.</i>
<i>A7</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: 8-cylinder &amp; above – TC or SC. 2 or 4 door</i>
<i>A8</i>	<i>Invitational</i>	<i>Standard production, road going saloon cars: Hybrid, electric, or hydrogen powered</i>

*\* TC = Turbo Charged SC = Supercharged*

TOP OF THE HILL – Modified Saloon Cars		
CLASS:	STATUS:	DESCRIPTION:
B1	Invitational	Racing cars: 4-cylinder – Naturally aspirated
B2	Invitational	Racing cars: 4-cylinder – 2WD – Unlimited
B3	Invitational	Racing cars: 4-cylinder – 4WD – Unlimited
B4	Invitational	Racing cars: 5-cylinder & above 2WD – Unlimited
B5	Invitational	Racing cars: 5-cylinder & above 4WD – Unlimited
B6	Invitational	Racing cars: 6-cylinder & rotary – Naturally Aspirated
B7	Invitational	Racing cars: 8-cylinder & above – Naturally Aspirated
B8	Invitational	Alternative Energy – Hybrid, electric, hydrogen or solar - Unlimited
B9	Invitational	SUV, SAV & Bakkies - Unlimited
B10	Invitational	Modified Street Car Division – Modified (road registered) production based cars, 2WD & 4WD

TOP OF THE HILL – Single Seater & Sports Prototypes		
CLASS:	STATUS:	DESCRIPTION:
C1	Invitational	Single seater racing cars: 4-cylinder – Unlimited
C2	Invitational	Single seater racing cars: 4-cylinder – Naturally Aspirated
C3	Invitational	Single seater racing cars: 5-cylinder & above – Unlimited
C4	Invitational	Sports prototypes: 4-cylinder – Naturally Aspirated
C5	Invitational	Sports prototypes: 4-cylinder – Unlimited
C6	Invitational	Sports prototypes: 5-cylinder & above – Unlimited

### 13. CLASS INFORMATION

#### A. CLASSIC CAR FRIDAY:- ALL H Classes

- i. All vehicles must adhere to the spirit of Classic Car Friday, which aims to honour period cars. Therefore, all silhouettes (including wings and spoilers), chassis, engines and drivetrains must be indicative of the period the car was produced or raced. A maximum leeway period of up to 10 years is permissible to allow use of more modern engine and drivetrain alternatives (provided they remain within the original manufacturer's make and concept). NO launch control and/or traction control systems are permissible. Access to Data Loggers, ECU's, and Dash loggers must be made available to officials on request for the duration of the event. The Organisers reserve the right to appoint independent experts to analyse loggers and/or data.
- ii. No ground effect or diffuser devices are permissible excepting what is period correct.
- iii. All forms of sequential gearboxes (irrespective of model year) are disallowed.
- iv. Cars must comply with their original specification and architecture, and in interpretation of these regulations and adhering to "what is not specifically permitted is disallowed." Refer to GCR 226.
- v. Classes H2, H3 and H4 are specifically aimed at street legal, currently licensed road cars indicative of the period with conventional tyres (Tyre Rule and Instruction, point 27 applies).
- vi. Tyre warmers and racing tyres (slick or semi-slick) are permitted in classes H5, H6, H7 & H8 only. Refer to point 27e).
- vii. Nitrous Oxide Systems (NOS) are strictly forbidden for ALL classes.

#### B. TOP OF THE HILL – STANDARD, ROAD GOING SALOON CARS & SUPERCARS:- ALL A Classes

All 'A' category classes are specifically aimed at unaltered, standard production, road legal saloon type vehicles which are produced by a recognized manufacturer and are sold via their respective dealer networks. In this instance a Saloon car is defined as a car having bodywork with an enclosed boot separated from the part in which the driver and passenger sit. For avoidance of doubt this includes four door sedans, two-door coupes, two or four-door convertibles and hatchback-style cars. It specifically excludes specialist spaceframe/monocoque/recreation road legal cars. New cars or cars with model year changes yet to be launched will be accepted at the organizer's discretion provided that the intended published introduction date falls within the current year. Cars must comply with their original specification, and in interpretation of these Road Going Car regulations, "what is not specifically permitted is disallowed" Refer to GCR 226

Limited production variants with OEM approval may be considered for acceptance subject to the following:

A bona fide, widely published, detailed specification brochure (clearly indicating the changes and additions from standard

specification) is to be submitted in pdf format via email to admin@zwartkops.co.za at time of online registration. The brochure or accompanying documentation must contain proof of the OEM's continued warranty cover. The car is currently released and is available for order and purchase via the respective manufacturer's global dealer network.

The body shape must represent the standard silhouette. No aerodynamic modifications or aids are allowed other than those fitted to the car as original equipment or as reflected in the brochure in the case of ii). The vehicle interior must be as per the original model, including seats (except driver's seat, which may be as per iv), door panels, roof lining and floor covering. Modifications are permitted to accommodate roll bars and roll cages. The driver's seat bracket may be altered, and the driver's seat exchanged for a racing seat. It is recommended that Road Going Cars be fitted with a driver's seat with integral roll cage or equipped with a roll cage to MSA specification and FIA-approved driver harness and seat. The Technical Consultant's decision will be final in terms of safety to allow the car to run.

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

Only standard road tyre and wheel combinations are permitted for use in the A classes. The tyre type and dimensions must be in line with the manufacturer's original equipment specification for the model concerned, as reflects in the owner's handbook, specification brochure or tyre information decal affixed to the car. Wheel dimensions are defined by their diameter, the width of the rim and offset. The Tyre Rule and Instructions as per point 29 of these regulations will be strictly enforced and adhered to.

Further to i), only freely available 95 octane fuel will be allowed. To ensure compliance, the fuel to be utilised will be purchased by the competitor from a specified pump at a local fuel station near Zwartkops Raceway. The designated fuel station and time that fuel can be purchased will be communicated by means of a bulletin after publication of the final entry list.

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

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

The organisers have the right to undertake fuel testing:

If the fuel is found to be incorrect during any of the Qualifying runs, the time will be disallowed.

Fuel found to be incorrect during the Finals will result in exclusion.

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

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

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

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

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

To pre-empt cars not complying with 13B and to avoid post-event protests, the Organiser will, via the WhatsApp Official Notice Board, specify a 30 min period to be scheduled before the first qualifying run on Saturday 25 July 2026.

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

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

Based on the outcome, the Organiser reserves the right to move the car to an appropriate B class in line with point 13.iv) with the provision that the car is compliant with the technical and safety regulations of that class.

### **C. TOP OF THE HILL – MODIFIED SALOON CARS: – ALL B Classes**

CLASSES B1 to B9 are open to Saloon type cars, EV's SUV's and UV's (Bakkies), Internal Combustion, Hybrid or Hydrogen powered with UNLIMITED modifications including the use of Nitrous Oxide System (NOS) / Water Meth's, etc.

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

- i. CLASS B10, Modified Street Car Division
  - a. Class B10 is specifically aimed at hard-top saloon-type (see point B i) road-going, tuner modified and specialised production-based two and four-wheel drive vehicles. Cars are to have current NaTIS registration with a current licence disk attached to the windscreen with matching VIN#. Refer to GCR 254 & SSR 12.
- ii. Cars are to maintain their OEM configuration with regard to engine type and aspiration, number of cylinders, number of drive wheels and drive wheel location. All body dimensions are to remain unaltered as originally manufactured. Tyre size/wheel combinations are free, provided that all wheel assemblies remain within the limits of the standard, unaltered wheel arches.
- iii. Tyres are free but limited to the use of open tread, semi-slick, type competition tyres only. Full slick-type competition tyres are not permissible.
- iv. All interior trim: passenger seats, hood lining, dashboard, door trims and carpeting must be retained to OEM specification. All body glass to remain unaltered to the original specification.
  - a. It is recommended that cars be fitted with a driver's seat with an integral roll cage or equipped with a rollover structure to MSA specification and FIA-approved driver harness and seat. Refer to GCR 239.C.&D. The Technical Consultants decision will be final in terms of safety to allow the car to compete. Exemption will only be granted to competitors on completion of an approved indemnity.
- v. Minor aerodynamic aids (limited to alternative front spoiler, side skirts and rear spoiler only) are allowed provided that they remain within the extremities of the standard body in line with C) ii) above. Any type of wing or diffuser is disallowed except where supplied as standard specification and sold as such by the OEM.
- vi. Use of Nitrous Oxide System (NOS) / Water Meth's or injection or induction of any other substance into the engine or inlet system is NOT permissible.
- vii. Cars are to be equipped with towing eyes front and rear. Refer to SSR 2.10.iii)

**D. TOP OF THE HILL – SINGLE SEATER, SPORTS CAR, and SPORTS PROTOTYPES:- ALL C Classes**

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

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

**14. ENTRIES**

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

Telephonic entries WILL NOT be accepted. Correspondence with the Organiser/officials will be via email only; no text, WhatsApp or other electronic messaging will be accepted or answered to during the registration process.

The Request for Invitation process for competitors hoping to be part of the field will open for registration immediately and close on 1 July 2026. Invited entries will be chosen through the Request for Invitation process by the TOP OF THE HILL Selection Committee.

Request for Invitation open:	Competitors wishing to lodge a Request for Invitation with their chosen competition car are requested to complete the Request for Invitation form. Request for Invitation applications will be duly considered by the Organiser, who will then issue a formal invitation to compete to successful applicants.
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**Registrations received for more than one car in one event (CCF or TOH) will result in rejection of car(s) as selected by the Organizer.**

Accepted drivers will be invited by means of a formal email by no later than **1 July 2026**.

Unsuccessful applications /registrations will be informed by email by no later than **1 July 2026**.

**PLEASE NOTE: Request for invitations are not accepted on a first-come-first-serve basis but purely according to the Organiser's criteria. However, we do recommend that applications are not left to the last minute as the selection procedure is an ongoing process.**

The Organiser has the difficult task of selecting the final entries for the event. The event is significantly over-subscribed each year resulting in a number of hopeful competitors being disappointed.

The single most important consideration applied is: what is best for the event as a whole.

In determining which applications to accept the Organiser evaluates a number of key factors; any single one or a combination of two or more could be the reason for an entry being accepted or rejected. These include:

- 1) How many cars have applied for a particular class (it is preferred to have at least three cars in each class, but this is not always possible)?
- 2) How many of a particular type or model of car is in the class and/or event?
- 3) Who the driver is and his / her racing history?
- 4) Is the competitor a former overall winner of one of the event categories (not class)?
- 5) Is the car special in any way?
- 6) Will it have spectator appeal?
- 7) Has the driver and / or car on the application remained the same for a number of years?

Our goal is to put on the best show that we can for competitors, spectators, and the general public alike.

We do not give previous Top of the Hill competitors first option as we are aware that having the same competitors year after year will make the event stagnate and lose appeal.

**Entry fees as follows:** (Refer to GCR 95)

**Entry fee:**

- Classic Car Friday: All classes, incl. Manufacturer Entries – R4200
- Top of the Hill Shootout: All classes, incl. Manufacturer Entries – R8400

Entry fees include MSA levy, timing transponder and four entry passes (one competitor and three crew members) and one parking sticker per event for the support vehicle. Competitors requiring extra tickets must purchase pit access tickets via the Zwartkops Office.

Classic Car Friday competitors and support crew will be allowed general and pit entry to the main event on Saturday and Sunday with their competitor passes.

Top of the Hill competitors and support crew will be allowed general and pit entry to the main event on Friday with their competitor passes.

**Late requests for invitations received after 1 July 2026 may be accepted at the discretion of the Organiser until the publication of the final entry list.**

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

Competitors that are approved will receive an email confirming their invitation and will be required to make full payment to Zwartkops Raceway within 48 hours of the email being sent. Failure to make payment within the stipulated time may result in the entry application being rejected at the discretion of the Organiser.

**A maximum of 65 entries will be accepted for the Top of the Hill Shootout and 65 entries for Classic Car Friday. These entry numbers may be adjusted at the discretion of the Organiser.**

One entry must be completed for each car – incomplete documentation will be rejected. No telephonic entries will be accepted.

The Organiser may reserve a limited number of starting slots for special purposes which in certain circumstances will allow competitors that were not successful in securing an entry a late opportunity to gain an entry. The cost of these entries will incur premium pricing dependent on the type. The types available will be as follows (not all may be allocated in any one year):

- Sponsors
- Special guest invitees
- Media
- Manufacturer entries

**Transfer of a confirmed entry and driver to another person or competitor will not be allowed once the FINAL entry list is published. Any change to the final entry list is subject to the Organiser's discretion.**

No change of competition vehicle from the registered and intended entry will be allowed once the Final entry list is published. Any change prior to publication of the final entry list is subject to the Organiser's discretion. It is the competitor/entrant's sole

responsibility to complete the entry form in full.

The Organiser reserves the right to request photographs or brochures of the car, complete in race trim (rear, in profile, & front) as part of the entry selection process

**Cancellations:**

Should a competitor be forced to cancel his / her entry the following will apply:

- Cancellation from date regs have been published to **1 July 2026**: 50% of the entry fee will be forfeited.
- Cancellation after **1 July 2026**: 100% of the entry fee will be forfeited.

If an accepted competitor or vehicle cannot compete for any reason after this date, the entry will not be transferable to a future event, and the entry fee will be forfeited accordingly.

**Acceptance of Rules:**

Every person who participates in the event shall be deemed to be acquainted with these Supplementary Regulations and shall agree to the acceptance of same as published, amended or supplemented, and shall agree to be bound by same. Bulletins and Amendments will be shared on the Event WhatsApp Group for all Competitors to see.

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

No car can be entered with two drivers. **No driver can compete in more than one car in a single event.**

**Drivers are allowed to compete in both events, but NO car can compete in more than one event**

## 15. EVENT FORMAT

### A. CLASSIC CAR FRIDAY

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

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

The fastest three competitors from classes H2 to H9, as determined by the fastest times from the qualifying runs, will go through to the respective class finals.

In the case where one or more of the top three class finalists are, for any reason, not able to continue competition, the next fastest competitor will be selected to compete.

The class finals will be a single-run shoot-out to determine first, second and third place.

Thereafter, the ten fastest competitors, as determined from the qualifying runs, will go through to a further single-run shoot-out (starting order: 10th to 1st) to contest and determine the Classic Car Friday winner. Should a competitor not be able to contest the shoot-out, their place will not be filled by the next fastest competitor. If a competitor officially withdraws (see point 24) from the event, all times set in qualifying will be discarded for the purposes of the top ten shoot-out.

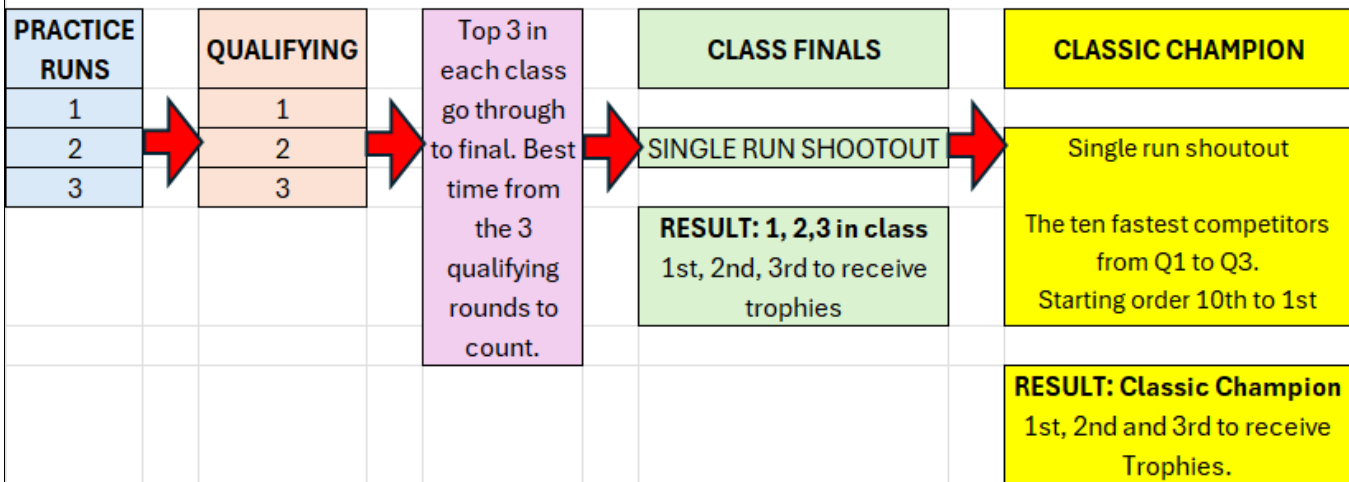
Upon completing their runs, competitors will be required to return to their allocated pits via the access road (after the finish line) as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the track. Competitors failing to obey the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

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

Please note: Should there be a delay during any session for whatever reason, it will be the Clerk of the Course's discretion in consultation with the Stewards to cancel the session, or part thereof, at any time. If any such cancellation takes place, all practice/qualifying times set by all competitors that have completed the session up to that point will be discarded. It is therefore

recommended that competitors do not target any particular session to set a qualifying run time but rather complete a 'banker' time in case of a session being cancelled.

### TOP OF THE HILL EVENT FORMAT - CLASSIC FRIDAY



#### B. TOP OF THE HILL - SATURDAY:

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

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

The fastest three competitors from each class, as determined by the fastest times from the qualifying runs, will go through to the respective class finals in the form of single-run shoot-outs to determine 1, 2 & 3 in each class. In the case where one or more of the top three class finalists are, for any reason, not able to continue competition, the next fastest competitor will be selected to compete.

Thereafter, the ten fastest competitors in each of the category's A, B and C, as determined by the fastest times from the qualifying runs, will go through to a further single run shoot-out (starting order: 10th to 1st) to contest and determine the TOH- winner in each category as detailed below. Should a competitor not be able to contest the shoot-out their place will not be filled the next fastest competitor. If a competitor officially withdraws (see point 24) from the event, all times set in qualifying will be discarded for the purposes of the top ten shoot-out.

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

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

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

### TOP OF THE HILL EVENT FORMAT - SATURDAY

PRACTICE RUNS	QUALIFYING	Top 3 in each class go through to final. Best time from the 3 qualifying rounds to count.	CLASS FINALS	ROAD CAR/SUPERCAR SHOOTOUT (A)	SINGLE SEATERS/SPORTS CAR SHOOTOUT (C)	MODIFIED PRODUCTION CAR SHOOTOUT (B)
1	1	Top 3 in each class go through to final. Best time from the 3 qualifying rounds to count.	SINGLE RUN SHOOTOUT	SINGLE RUN SHOOTOUT	SINGLE RUN SHOOTOUT	SINGLE RUN SHOOTOUT
2	2		RESULT: 1, 2, 3 in class 1st, 2nd, 3rd to receive trophies	The ten fastest competitors from all A Classes Q1 to Q3. Starting order 10th to 1st	The ten fastest competitors from all C Classes Q1 to Q3. Starting order 10th to 1st	The ten fastest competitors from all B Classes Q1 to Q3. Starting order 10th to 1st
3	3		RESULT: TOP OF THE HILL WINNER	RESULT: TOP OF THE HILL WINNER	RESULT: TOP OF THE HILL WINNER	

#### TIEBREAKER RULES:

##### Class Finals:

In the event of a tie for any position in the Class Finals, the competitor with the fastest qualifying time will be awarded the place. Should there still be a tie, the second fastest time will count.

##### Classic Car Friday and Top of the Hill Shootout, Top 10 Qualifying:

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

##### Classic Car Friday and Top of the Hill Shootout:

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

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

## 16. COMPETITION NUMBERS

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

COMPETITORS ARE TO PROVIDE A SUITABLE DRIVER NAME DECAL AFFIXED TO THE RIGHT-HAND REAR QUARTER WINDOW OR, IN THE CASE OF CLASS C COMPETITORS, ON THE COCKPIT SIDE OR ENGINE COVER. PROVISION AND CORRECTNESS WILL BE CHECKED AT SCRUTINEERING AS PART OF POINT 21

The Organiser will supply competition numbers to all competitors. Competitors will be notified via the WhatsApp Notice Board on how to collect their race numbers from the Zwartkops Office.

Background panels and relating numbers are to be affixed to each front door of saloon/hatch cars. The number decals as supplied by the Organiser must be applied to these panels, including the event sponsor branding.

For commentator clarity, a small competition number will be provided by the Organiser for placement on the windscreen or front panel of class C cars.

Class C cars are to have number panels affixed to the sidepod, rear wing end plate or engine cover of the car in a prominent position. In all cases, the panels must be clearly visible from both sides (left and right) of the car. The number decals as supplied by the Organiser can be cut to fit the panels on condition that all numbering and sponsor branding is affixed to the car and is clearly visible.

## 17. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

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

### COMPETITORS MAY NOT TAKE PART IN PRACTICE OR ANY RUN ON THE COURSE PRIOR TO THE OFFICIAL START OF THE EVENT.

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 bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour and / or poor driving standards.

#### Judges of Fact

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

### **Incidents / Retirements**

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

### **Incidents During Practice Sessions**

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

### **Vehicles Abandoned on Circuit**

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

### **Fuel, Oil or Coolant Spillage**

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

### **Course damage**

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

### **Improper Language or Conduct**

The Top of the Hill event has been built on a relaxed atmosphere and environment, which allows all parties involved to enjoy themselves. While we acknowledge that the Top of the Hill event has become more competitive over time and will continue to do so, the Organiser remains intent on continuing to keep an atmosphere of fun and camaraderie at all times. As such, any issues, queries or disputes pertaining to the event or entries are to be handled in line with the MSA rule book and in the appropriate spirit of the event. GCR 172 will be strictly enforced in this regard. For the duration of the event, any competitor reported speeding or committing any sort of misconduct or illegal driving on track or public roads (thereby bringing the event and Motorsport into disrepute) will be fined and/or excluded. This includes driving at illegal speeds on the official track section at any time and in any car other than during official practice, qualifying and race sessions as indicated on the official event schedule. Competitors are to adhere to the Zwartkops Raceway speed limits at all times.

## **18. ENVIRONMENTAL**

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

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

## **19. OFFICIAL NOTICE BOARD**

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



Physical notice boards must be replaced by an online/electronic system (messaging apps such as WhatsApp or Telegram may be used) to disseminate information and race results to competitors at all times.

Notifications will be done via the WhatsApp link:

<https://chat.whatsapp.com/Kp0EUKs5OwsDIOh5MI4fjP>

## **20. DOCUMENTATION**

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

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

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

## **21. SCRUTINEERING**

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

In-person scrutineering **will take place and the following will be adhered to:**

- a. Will take place at the Scrutineering Bay**
- b. 24 July & 25 July 2026 from 7am**
- c. Application for late Scrutineering in the office**
- d. Penalty for late Scrutineering – To be confirmed on the day.**
- e. Cars need to be Scrutineered before Qualifying**
- f. Penalty for not scrutineering your car - To be confirm on the day.**

Self-declaration of vehicle safety and eligibility will still apply

Self-scrutineering declaration form will be sent out with event supplementary regulations and entry forms.

## **22. DRIVERS/ RIDERS BRIEFING**

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

Drivers/ Riders briefing will be via the Online/Electronic Notice Board link or a virtual link:

<https://chat.whatsapp.com/Kp0EUKs5OwsDIOh5MI4fjP>

## **23. 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)).

Fire-resistant clothing must be in good condition and should be FIA-approved or locally produced by a recognised manufacturer

## **24. STARTS**

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

- The starting signal will be given by means of the lowering of the MSA flag.
- Starting positions will be in competition number, descending order, unless otherwise instructed by an official or pit marshal.
- Transponders are to be mounted/affixed to cars on the right-hand side.
- A “down arrow” decal will be affixed by the Officials to the right-hand side of the car at the lowest point in the vertical plane, which corresponds to the actual transponder fixed position as specified above.
- At the start line, in readiness and prior to each timed run, a marshal will ensure that the car is in the required fore & aft position with the “down arrow” directly above and in line with a predefined transponder line located below and before the official start line.
- Cars will start at approximately 20-second intervals. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. ONE practice start “burnout” will be allowed at the pre-start line only. Refer to GCR 121.viii) This rule must be strictly adhered to; offenders will be excluded from further participation in the event.
- Cars causing an undue delay by not being ready to enter the pre-start zone at the time the car ahead has left the start line will be penalised by discarding the time for that particular run.
- In the Class Finals and Top 10 shootouts, cars will start once the preceding car has crossed the finish line. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. Competitors need to be ready for this instruction at all times. There will be no minimum time for car preparation between the class finals and the Top 10 shootout. Should competitors not be ready for either their class or Top 10 Shootout runs they will forfeit the run.
- **In the representation of the event, interest of spectators, media and the continuance and content of TV coverage and live streaming, all competitors are requested to compete in all scheduled competition runs from the first qualifying run onwards.**
- **In the case whereby a competitor (for any reason, mechanical or otherwise) can no longer compete in the event, FOR THE PURPOSE OF SCORING, the Clerk of the Course and Timekeeper must be notified by means of a completed withdrawal form that can be obtained from the Race Secretary.**

## 25. REFUELLING

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

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.

### FUEL HANDLING:

- In the interest of safety and in compliance with FLAMABLE SUBSTANCE HANDLING legislation and procedures ALL bulk fuel brought into the pit/paddock area is to be stored in a designated holding area. For this purpose, a marked, officially controlled, container will be located adjacent to the lower road at the rear of the tented pit complex. Competitors are requested to mark their containers with their respective competition numbers prior to storage.
- Cars are to be refuelled with a limited quantity of fuel and not filled to the brim, therefore reducing the risk of spillage and chances of fire. Competitors will be responsible to call a fire marshal to attend all times during refuelling. Bulk fuels to be held in SABS approved metal containers. A maximum of 40 litres of fuel may be placed outside and to the rear of the tented pits (2 metres away from the electrical supply kiosks) during the actual running of the event only, after which ALL fuel containers must be returned for safe storage.
- Refuelling of cars is to be performed in the allotted pit only for the duration of the event. Under no circumstances can cars be refuelled on the circuit or at any point on the return loop without prior permission of the Clerk of the Course.
- A Fuel Judge of Fact (supported by the pit marshals & observers) will officiate and enforce these procedures. Competitors in breach of a) b) & c) will be immediately disqualified and may not participate further in the event.

## 26. PITS

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

**The pit allocations and competition numbers will be as published in the Final Entry List or via bulletin.**

Classes will be pitted together, car numbers will relate to pit allocation and starting order. Teams with multiple class entries requesting to be pitted together or in close proximity will be duly considered with early email application at the discretion of the Organiser. This will not be guaranteed in every case.

**Competitors are reminded of GCR 123 concerning smoking in prohibited areas.**

Full electric (EV) cars must supply own charging device. Electricity supply will be provided to the Pit Complex.

COMPETITORS MUST USE THEIR OWN GENERATOR FOR TYRE WARMERS. NO TYRE WARMERS MAY BE PLUGGED INTO THE VENUE’S POWER SUPPLY.

**Due to the limited space in the pit area and to prevent traffic congestion during loading and off-loading, the following will apply:**

- a) Entrants in Classic Top of the Hill are reminded that they may only access their allocated pits from 13H00 onwards on Thursday, 23 July 2026. Classic Top of the Hill competitors must vacate their pit as soon as possible after the event on Friday afternoon, but by no later than 18H00.
- b) Entrants in the Top of the Hill section of the event are reminded that they may only access their allocated pits from 18H00 onwards on Friday, 24 July 2026, due to the Classic Top of the Hill event finishing at 17H00. Marshals will be on hand to coordinate movements; nevertheless, maximum co-operation will be required and expected.
- c) Trailers/tow vehicles are to be removed from the pit area immediately after the off-loading operation has been completed and trailers are to be moved to the designated trailer park. The only exception to this rule will be with the permission of the Clerk of the Course.

At the end of the event on Saturday afternoon, trailers and tow vehicles are given priority to vacate the pit lane; therefore, no transporters are allowed into the pit lane until 18H00.

**In recent years, competitors have increasingly ignored the above directives, creating huge congestion in the pit lane. We hereby urge competitors to respect the above in order to minimise the inconvenience for everyone.**

Competitors requiring transporter (truck or articulated trailer, NO interlinks) access and parking below the pits are to notify the Organisers via email at the earliest opportunity once their entry has been confirmed. Parking for such vehicles is limited and will be allocated on a first-come-first served and size-of-vehicle basis. Interlinks and transporters that cannot fit below the pits will be required to park on the appropriate access road verge leading to the pits. **No hospitality facilities will be allowed within the transporter parking area.**

**Accepted vehicles will be allocated a defined parking time which must be strictly adhered to in order to prevent traffic congestion for other competitors. Failure to adhere to this allocated time slot will result in your vehicle having to park outside the grounds.**

No team motorcycles or scooters will be allowed in the pit lane area.

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

## 27. TYRE RULE AND INSTRUCTION

- a. Racing tyres, slicks or semi-slicks are permitted for use in classes B, C (TOH) & classes H5, H6, H7, H8 (CCF) only.
- b. All A class, H2, H3 and H4 cars are to be equipped with either DOT, ECE (regulation 30), TICI or CCC homologated and approved commercially available, street legal tyres with their applicable ("E" or "DOT" etc.) sidewall markings.
- c. Proof of Homologation must be provided to the Organizers prior to the event for tyres that fall in ECE (regulation 30), TICI or CCC category.

Tyres must be treaded road-legal tyres with tread visible on the surface of the tyre. Remoulded or retread tyres are not permitted and no full slick tyres or Semi Slick tyres will be permitted. The visuals hereunder refer:



Full Treaded Tyre – PERMITTED  
NOT allowed.



Semi-Slick

- d. Competitors competing in classes H2, H3 and H4. A1, A2, A3, A4, A5, A6, A7, and A8 are to select and nominate a minimum of 4 tyres for official marking PRIOR to the start of the qualifying rounds. For this purpose, a specific Technical Consultant/tyre control scrutineer will be on hand in the tented pit complex for official marking of tyres preceding the qualifying runs. The onus lies solely with the competitor to ensure that official marking of their nominated tyres is made prior to the qualifying rounds. From qualifying round 1 onwards, all times posted made on tyres without the official markings will be discarded.

Competitors needing further tyres are to approach the Technical Consultant and/or Scrutineer for the marking thereof.

### e. TYRE WARMERS, TYRE TREATMENT:

Tyre warmers are allowed in classes B, C & H5, H6, H7 & H8 only with the strict ruling that:

- Cars remain in their allocated pit and are not moved to another area to pre-heat the tyres.
- No car is to be left unattended for the duration of any period of warming.

- Cars are not in any way allowed to delay start proceedings.
- Cars out of position will miss their turn and forfeit a run.

Cars competing in ALL A classes and H2, H3 & H4 may not utilize tyre warmers, tyre covers or any other means of heating the tyres or retaining the heat in the tyres. **No pre-treatment of tyres to improve traction such as “Track bite” or any other chemical compound is permitted at any time.**

## 28. SIGNALLING

Refer to Appendix H

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

## 29. COMPETITION RUNS

- a) Should a competitor experience or encounter a defect with his/her car resulting in spillage of oil or fluids onto the circuit, immediate action is to be taken to move off the ideal line and to stop the vehicle at the nearest safe point at the side of the track. Under no circumstances is the car to be driven further. (Refer to SSR 50 (iii), (iv) and (v)).
- b) Competitors will be penalised for contact and dislodgement of corner apex markers during all practice and qualifying runs.
- c) Any transgression may result in the time for that run being discarded at the discretion of the Clerk of the Course or Stewards. End of run will be deemed to be when the competitor crosses the finish line.
- d) Should a competitor encounter a red flag/light during his or her competition run through no fault of their own, a re-run may be given at the sole discretion of the CoC. Cars are not allowed to return to their pit. Refuelling will be permitted but only in the pit lane with a fire marshal present. Cars may NOT return to their pits to refuel. No tuning or adjustments to the car will be allowed in pit lane.

## 30. TIMEKEEPING

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

- Timing will be by means of MSA-approved transponders.
- 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.
- 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 run).
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by the timekeepers for the first week or part thereof, and R200 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

### 31. RESULTS & RECORDS

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

Provisional results will be posted on the WhatsApp Notice Board as soon as possible after each round and will become final (30) thirty minutes after posting. Refer to GCR, s 200(viii) & 276.

**Official time records will be scored and validated from the results of the Class Finals, Classic Top of the Hill & Top of the Hill Shootouts only.**

### 32. PROTESTS / APPEALS / PENALTIES

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

### 33. PRIZE GIVING

#### Trophy allocation and awards:

Trophies will be awarded to Classic Car Friday and Top of the Hill competitors as follows:

- All Class finals: P1 -Trophy; P2 -Trophy; P3 -Trophy
- Classic Conqueror Shootout: P1- Classic Conqueror Trophy; P2 – Trophy; P3 – Trophy
- Road car, Supercar Shootout: P1 - Top of the Hill; P2 – Trophy; P3 - Trophy
- Single Seater, Sports Car Shootout: P1 - Top of the Hill Trophy; P2 – Trophy; P3 -Trophy
- Modified Saloon Car Shootout: P1- Top of the Hill Trophy; P2 – Trophy; P3 -Trophy
- TOH, Fastest time recorded from Qualifying runs, class finals or top 10 shootouts: Fastest Time of Event Trophy

The winners are expected to make every effort to attend as trophies will be forfeited for non-attendance. Competitor's attention is drawn to GCR's 280 & 281.

### 34. ENTRY TO THE VENUE

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

### 35. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of any of these occurring, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that may be incurred, other than that specified in GCR 244.

The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152 (vii).

Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.

In the event of postponement, abandonment, or cancellation, the entrant/competitor has no right to claim against the Promoter and/or Organiser in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244.

### 36. GENERAL

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

### 37. PROGRAMME OF EVENTS

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

### **37.ZWARTKOPS RACEWAY HOUSE RULES – Refer SSR 24**

- 1.** PIT LANE – The pit lane speed is restricted to 40 km/h.
- 2.** PADDOCK / PIT ROADS–Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters, or bicycles will be allowed in the paddock area. No loading and offloading may take place on Pit Roads 1 and 2 during the event. Use alternative roads.
- 3.** Damages on track will be for your own account. This includes barriers, pedestrian fence, tyre walls etc.
- 4.** No trailers may be parked in the Pit area. Your trailer must be moved to the trailer park.
- 5.** PIT HYGIENE-The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided – bright green bins marked USED OIL and OIL FILTERS
- 6.** Security guards will be provided but will not be held responsible.
- 7.** NO DOUGHNUTS, BURNOUTS OR ANY OTHER ACIVITY THAT MAY DAMAGE THE SURFACE OF THE PROPERTY WILL BE TOLERATED. A FINE OF UP TO R10,000 MAY BE IMPOSED FOR ANY INFRACTION
- 8.** The prize giving will take place at the Pit Stop Sports Cafe as soon as possible following the last event and after results become final. Any competitor not present at prize giving to receive their trophy will forfeit it.
- 9.** Trophies will be awarded based on total elapsed race time of competitors where there is more than one race for the category concerned.
- 10.** VIP Parking @ R20 per car – Available on the day.