



SUPPLEMENTARY REGULATIONS (SR's)

EVENT DETAILS	
Event Name	FAW Time Attack
Event Permit Number	MSA-2026313
Event Permit Issue Date	2026-09-16
Please note the MSA Flag will be prominently displayed.	
Start Date	2026-10-23
End Date	2026-10-25
Start Time	07:00
End Time	20:00
Venue	Coega IDZ, Markman, Gqeberha, 6001, South Africa
GPS Coordinates	Latitude: -33.810406 - Longitude: 25.645995
Venue	Coega IDZ, Markman, Gqeberha, 6001, South Africa
Informal Venue:	
Alternative/ Rain Start Date:	
Alternative/ Rain End Date:	
Entry Closing Date:	2026-10-25
Event Status:	Club

ORGANISER	
Name of Member	Algoa Motorsport Club NPC
Abbreviation	AMSC
Physical Address	Coega IDZ, Markman, Gqeberha, 6001, South Africa
Province	Eastern Cape
Region	Eastern Province
Email Address	algoa.motorsport.club+1@gmail.com
Contact Number	0664641690
Website	www.amsco.co.za

PROMOTER

ONLY TO BE COMPLETED IF THE ORGANISER IS NOT THE PROMOTER OF THE EVENT

Name of Promoter: Organiser

Contact person: Sparky Bright

Contact number: 0823400396

Contact email: sparkyb@vodamail.co.za

Web address: sparkyb@vodamail.co.za

EVENT POSTERS / SPONSORS LOGOS



1. JURISDICTION

- Held under the General Competition Rules (GCRs), relevant facet Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), and these Supplementary Regulations (SRs), MSA's Safeguarding Policy as well as any Final Instructions/Bulletins which may be issued.
- Any relevant MSA Circulars issued for the current racing season, will take precedence to these SRs.
- These regulations must be read and understood by all competitors.
- Link to the MSA Safeguarding Policy <https://www.motorsport.co.za/msa-safeguarding-policy/>

2. ELIGIBILITY OF COMPETITORS

- Refer to relevant SSR/s, as well as GCR 227

The Race Meeting is open to the following:

- a) Drivers / riders in compliance with MSA Circuit Racing SSR 1 and the relevant category regulations.
- b) Vehicles / motorcycles in compliance with MSA Circuit Racing SSR 2 and the relevant category regulations.
- c) All cars as categorised and defined in the SR's
- d) Competitors should have competed in at least 3 events sanctioned by any National or International Motorsport Body. Any entries where drivers/riders have not completed such a minimum will be entirely at the discretion of the Organiser

3. 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.

4. COMPETITOR CONDUCT

- Refer to relevant SSR/s, as well as GCR 113, 116, 121 and 172

Judges of Fact

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

Incidents / Retirements

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

Fuel, Oil or Coolant Spillage

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

Scribante Race Circuit Property

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

5. ENVIRONMENTAL

- Refer to relevant SSR/s, as well as the MSA Environmental Code <https://www.motorsport.co.za/wp-content/uploads/2025/12/2026-MSA-Environmental-Code-09.12.2025.pdf>

6. COMPETITION LICENCES & CLASSES

LICENCE TYPE	LICENCE CATEGORY	LICENCE STATUS	LICENCE CLASS	ENTRY FEE
Motorcycle	Circuit Motorcycle	Club	ONE EVENT CLUB LICENCE - CIRCUIT MOTORCYCLES - TIME ATTACK	2500.00
Car	Circuit Car	Club	ONE EVENT CLUB LICENCE - CIRCUIT CAR - TIME ATTACK	2500.00

- Refer to relevant SSR/s, as well as GCR 20, Part IV and Part V

Classic Car Saturday - Class

CLASS: STATUS:

Classic Motorcycles

Classic Motorcycles 600cc and lower - CM1 - last year of manufacture being the year 2005 - Status - Club

Classic Motorcycles above 600cc - CM 2 - last year of manufacture being the year 2005 - Status - Club

Classic Cars

Classic Car H1 - Street Car - last year of manufacture being the year 2005 - Status - Club

Classic Car H2 - Race Car up to 4cyl - last year of manufacture being the year 2005 - Status - Club

Classic Car H3 - Race Car above 4cyl incl Rotary engines normally aspirated with the last year of manufacture being the year 2005 - Status - Club

Classic Car H4 - Race Car above 4cyl Forced Induction with the last year of manufacture being the year 2005 - Status - Club

Classic Car H5 - Single Seaters and Sports Cars - last year of manufacture being the year 2005 - Status - Club

King of Aldo Scribante Raceway Sunday - Class

CLASS: STATUS:

Motorcycles

Unlimited Motorcycles – Unli - Status - Club

600 Motorcycles – SBK 600 - Status - Club

150, 250, 300 & PSP Motorcycles - non SBK - Status - Club

Street Cars

Street Car A1 - Normally aspirated 4 cylinder and below - Status - Club

Street Car A2 - Forced induction 4 cylinder and below - Status - Club

Street Car A3 - Normally aspirated 5 cylinder and above - Status - Club

Street Car A4 - Forced induction 5 cylinder and above - Status - Club

Tuners Class - TC - Modified Streetcar Division – Modified (road registered) production-based cars, 2WD & 4WD - Status - Club

Electric and Hybrid cars - E & H - Status - Club

Modified Saloon Cars

Race Car B1 - Normally aspirated 4 cylinder and below - Status - Club

Race Car B2 - Forced induction 4 cylinder and below - Status - Club

Race Car B3 - Normally aspirated 5 cylinder and above - Status - Club

Race Car B4 – Forced induction 5 cylinder and above - Status - Club

Single Seaters, Sports Cars, & Sports Prototypes

C1 - Normally aspirated 4 cylinder and below - Status - Club

C2 - Forced induction 4 cylinder and below - Status - Club

C3 - Normally aspirated 5 cylinder and above - Status - Club

C4 – Forced induction 5 cylinder and above - Status - Club

7. ENTRANTS LICENCES

- Refer to relevant SSR/s, as well as GCR 20 and Part V

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

8. ADVERTISING

- Refer to relevant SSR/s, as well as GCR 246, 247 and 248

- It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the vehicle is entered.

9. COMPETITION NUMBERS

- Refer to relevant SSR/s, as well as GCR 249

The Event organisers number boards and numbers must be used in the correct locations

10. DUTIES OF THE OFFICIALS

- Refer to Part VII in the MSA GCRs

11. OFFICIALS OF THE EVENT

OFFICIAL POSITION	FULLNAME	GRADE	CATEGORY	LICENCE NUMBER	CLASS
Scrutineer	GLEN ELLIOTT	B	Circuit Cars	7265	-
Safety Officer	Ashwin Harri	-	Circuit Motorcycles	4498	-
Event Secretary	Lynne Bright	-	All Categories	11459	-
Clerk Of The Course	Sparky (Grant) Bright	A	Circuit Cars	44631	-
Club Steward	Phillip Griffin	-	All Categories	27061	-
Environmental Officer	Daniel Bright	A	Circuit Cars	6854	-
MSA Steward	Neels Vosloo	-	Circuit Cars	7530	-
Chief Marshal	Lance Smallbone	10	Circuit Cars	25991	-

ADDITIONAL SERVICES

12. ENTRIES

- CONTACT SECRETARY OF THE MEETING FOR THE BANKING DETAILS'

Banking Details – Name of Bank: First National Bank
Account number: 62318271319
Account name: Algoa Motor Sport Club
Branch code: 261050
Proof of payment to be sent to: sparkyb@vodamail.co.za

The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).
Organisers reserve the right to cancel a class should less than three (3) entries in total be received for a category, or the event should less than forty-five (45) entries in total be received for the event by the date and time of entries closing.

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

- Entries will be accepted, in order of receipt, up to a total of eighty (80) starters for each day.
- Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101).
- Competitors whose entries have been placed on a reserve list and who are not permitted to start will have their entry fees refunded (refer GCR 109 (iii)).

Cancellations:

Should a competitor be forced to cancel his / her entry after the 7th October 2026, 100% of 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.

Telephonic entries WILL NOT be accepted.

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

- All entries are to be submitted using the AMSC online platform on link below;
<https://forms.gle/nrK4fVUqFdh55PhK8>

Entries open: Immediately

Entries close (Refer to GCR 104): Early Bird entries close on Wednesday, 7 October 2026 at Midnight.

Entries CLOSE on Thursday, 15 October 2026 at 16h00.

Entry fees as follows: (Refer to GCR 95)

Total number of entries permitted Entries will be limited to 80 in total for each days event

Friday Practice day • R2000.00 per car/motorcycle – This will be held as a Un- Official practice inline with MSA Circular 1 of 2026

ALL CLASSES • All classes – R2500.00 (Includes VAT & MSA levy)

• Entry Fee after Wednesday 7 October 2026: R2800.00 (Includes VAT, MSA.)

Late entry: Entries received after Thursday 15 October 2026 at 16h00 will only be accepted at the discretion of the Organisers.

NOTE: ALL entry fees must be paid by close of entries.

13. ENTRY TO THE VENUE

- Refer to relevant SSR/s, as well as GCR 284

- Safety Plan and Operational Plans will be available via the Official Notice Board, and will be available from the Secretary of the Meeting, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010

14. PROGRAMME OF EVENTS

[View Programme File](#)

15. OFFICIAL NOTICE BOARD

- Refer to relevant SSR/s, as well as GCR 17

<https://chat.whatsapp.com/DTasjawobKb9RYay8fHG06>



16. DOCUMENTATION

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

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

17. SCRUTINEERING

- Refer to relevant SSR/s, as well as GCR 245, 253 and 254

- All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.

Scrutineering will take place in the Scrutineering bay as event per program.

Self-declaration scrutineering form to be sent out with event supplementary regulations and entry form – this must be completed and emailed to the event organisers/promoters prior to the event. All competitors are required to have a completed copy of the self-declaration scrutineering form with them and available in order for random checks to be carried out by the scrutineer/s.

18. COMPETITORS BRIEFING

- Refer to relevant SSR/s, as well as GCR 121 and 141 iv

Will be as per event programs and is compulsory

Drivers / Riders briefing may be held via the WhatsApp notice board

19. SAFETY APPAREL / EQUIPMENT

- Refer to relevant SSR/s, as well as GCR 239

20. SILENCING OF VEHICLES / MACHINES:
- Refer to relevant SSR/s, as well as GCR 245
And relevant MSA Environmental Codes

21. PRE-RACE / PADDOCK / PARC FERMÉ:
- Refer to relevant SSR/s, as well as GCR 252
The pre-race paddock is situated in the pit lane. Competitors are required to line up in this area timeously for their scheduled run
No Spinning of tyres/burn outs etc. is permitted in the pre-race line up area
PARC FERMÉ – POST-RACE PROCEDURE Any competitor instructed by the Event Officials to report to Parc Fermé shall proceed directly to Parc Fermé immediately upon completion of their race and shall not return to the paddock or any other area unless authorised by the Event Officials. Competitors shall follow the instructions of the officials and ensure that their vehicle is placed in the designated Parc Fermé area. Parc Fermé is located on the inside of the circuit, behind the Scrutineering Bay. The Organisers reserve the right to impound and examine any vehicle at their discretion (refer GCR 254). In terms of GCR 200 (v), (vii) and (x) all competitors are required to remain at the circuit until at least thirty (30) minutes after their last run , or until such time as any protest / appeal time affecting their category's results has elapsed.

22. STARTS:
- Refer to relevant SSR/s, as well as GCR 261 – 271
- Starting order will be determined by class - Starting Signal The Start a competitor's run will be determined by the lowering of the MSA Flag and when the competitor breaks the start beam. - Practice starts will NOT be permitted

23. REFUELLING:
- Refer to relevant SSR/s, as well as GCR 240
Refer to Standing Supplementary Regulations as shown below, as well as GCR 240: Ethonal and other Octane Boosters will be permitted to a RON rating of 109 Nitrous Oxide Systems (NOS), Water Meth's and methanol fuel are strictly forbidden for ALL classes forbidden Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and MSA Circuit Racing SSR's 68 and 69. THERE WILL BE NO FUEL AVAILABLE AT THE TRACK.

24. PITS:

- Refer to relevant SSR/s, as well as GCR 251

The Pit and Paddock Allocation will be notified in the Final Instructions, once the number of entries for each category is established. Each Class / Category will be responsible for the policing and control of their designated areas. Owners of illegally parked vehicles may be fined up to R500 and may have their vehicle(s) towed away or wheel-clamped. Owners of a vehicle which has had its wheel clamped must obtain a receipt from the Race Secretary, which must be shown to the security personnel to have the clamp removed.

Please Note:

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

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

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

The pits will be made available to competitors from 12h00 on Thursday 22 October 2026. Any competitor / team wishing to make arrangements to move into the pits prior to this time must do so with the Track Manager prior to arriving at the circuit.

25. SIGNALLING:

- Refer to relevant SSR/s, as well as Appendix H

- Competitors are reminded of the procedure in MSA Circuit Racing SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red flag will be displayed at the start line.
- 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

26. TIMEKEEPER:

- Refer to relevant SSR/s, as well as GCR 163 and 164

27. POINTS AND RESULTS:

- Refer to relevant SSR/s, as well as GCR 200 (viii), 229, 230, 232 and 276 – 279

Race results will be communicated electronically:

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

<https://chat.whatsapp.com/DTasjawobKb9RYay8fHG06?mode=wwt>

28. PROTESTS / APPEALS / PENALTIES:

- Refer to relevant SSR/s, as well as Part IX and X

29. PRIZEGIVING:

- Refer to relevant SSR/s, as well as GCR 141 x), 207, 279 and 280

Prize Giving will take place in the Control Tower on the first floor 45 minutes after the final results are posted.

- Ties with equal times will be determined by the competitor who set the time first being the winner.

Class finals

- ≤4 competitors in a class – one less than the number of competitors in the class

- ≥5 competitors in a class – first, second and third awarded

- Top 10 Shoot outs:

first, second and third places

King of Aldo Scribante Raceway (Fastest time done in Final Shoot outs)

30. POSTPONEMENT, ABANDONMENT AND CANCELLATION:

- The Organisers/Promoters 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.

31. MEDIA:

- Refer to relevant SSR/s, as well as GCR 285

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

- MSA accredited media personnel are required to:

- o Report to Documentation on arrival and sign on the Media Attendance Register which will be submitted to MSA after the event, and;

- o Obtain permission from the Clerk of the Course to go out on the track / route during the event.

32. GENERAL RACE INFORMATION:

TICKETS

All competitors will be issued with four (4) entry tickets.

STREET CAR REGULATIONS (ALL CLASS A CARS)

A) KING OF ALDO SCRIBANTE RACEWAY - STANDARD, ROAD GOING SALOON CARS & SUPERCARS - ALL A Classes

i) All 'A' category classes are specifically aimed at unaltered, standard production, road legal saloon type vehicles which are produced by a recognised 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 organiser's discretion provided that the intended published introduction date falls within the current year.

Cars must comply with their original specification and in interpretation of these Road Going Car regulations "what is not specifically permitted is disallowed" Refer to GCR 226

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

- A bona fide, widely published, detailed specification brochure (clearly indicating the changes and additions from standard specification) is to be submitted in pdf format via email to sparkyb@vodamail.co.za at time of online registration. The brochure or accompanying documentation must contain proof of OEM's continued warranty cover.
- The car is currently released and is available for order and purchase via the respective manufacturer's global dealer network.
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iii) The body shape must represent the standard silhouette. No aerodynamic modifications or aids are allowed other than those fitted to the car as original equipment or as reflects in the brochure in the case of ii).

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

iv) It is recommended that Road Going Cars be fitted with a driver's seat with integral roll cage or equipped with a roll cage to MSA specification and FIA approved driver harness and seat. The Technical Consultant and/or Scrutineers' decision will be final in terms of safety to allow the car to run. Exemption will only be granted to competitors on completion of an approved indemnity.

v) Only standard road tyre and wheel combinations are permitted for use in the A classes. The tyre type and dimensions must be in line with the manufacturer's original equipment specification for the model 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, width of rim and offset. The Tyre Rule and Instructions as per Annexure B of these regulations will be strictly enforced and adhered to.

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

To ensure compliance, the fuel to be utilised will be purchased by the competitor at a designated venue, details to be advised via bulletin.

The Organiser may draw a sample of fuel up to 5-litre for reference and control purposes from the same pump during the fuel purchase period.

Random checks may be performed by the Organiser or officials by means of drawing fuel from a suitable point in the vehicle fuel system.

Competitors are to ensure that at least 5 liters of fuel must be in the vehicle's tank at any point to allow for a fuel sample to be taken. The onus is on the competitor to ensure that the control fuel is not contaminated in the car or storage drum by any means, and he/she must know the vehicle manufacturer safe fuel drawing procedure and have the correct tools on hand to allow for a fuel sample to be taken. The competitor must be prepared to demonstrate the fuel extraction procedure at point of scrutineering if requested to use as a fuel sample.

The organiser has the right to undertake fuel testing:

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

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

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

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

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

xi) Thereafter such inspections will be carried out at the event, competitors will be informed of the venue by means of a bulletin after publication of the final entry list.

Competitors are required to provide the necessary manpower and tools to remove components as requested.

xii) To pre-empt cars not complying with Annexure A for Class A Street Cars and to avoid post event protests, the Organiser will, allow a thirty (30) minute period scheduled before the first qualifying run on Sunday 25 September 2025.

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

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 Racing Car B class