SUPPLEMENTARY REGULATIONS (SR's)

EVENT DETAILS	
Event Name	Aldo Scribante Raceway - AMSC 3Hr Car Endurance, PE100 and PE200 Motorcycle Race
Event Permit Number	MSA-2026359
Event Permit Issue Date	2026-10-30
Please note the MSA Flag will be prominently displayed.	
Start Date	2026-11-20
End Date	2026-11-21
Start Time	08:00
End Time	21:00
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:	2026-11-16
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.amsc.co.za

PROMOTER

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

Name of Promoter: Algoa Motorsport Club
Contact person: Debbie
Contact number: 0824403034
Contact email: chairman@amsc.co.za
Web address: www.amsc.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

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

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	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC 150CC CLUBMANS	1515.00
Motorcycle	Circuit Motorcycle	Club	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC 250CC	1515.00
Motorcycle	Circuit Motorcycle	Club	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC 600	1515.00
Motorcycle	Circuit Motorcycle	Club	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC CBR 150CC JNR	1515.00
Motorcycle	Circuit Motorcycle	Club	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC CBR 150CC SNR	1515.00
Motorcycle	Circuit Motorcycle	Club	ANNUAL CLUB LICENCE - CIRCUIT MOTORCYCLES - AMSC SSP 300	1515.00
Car	Circuit Car	Club	AMSC ENDURANCE SERIES	1513.00
Car	Circuit Car	Club	AMSC MODIFIED SALOON CARS	1515.00
Car	Circuit Car	Club	AMSC COASTAL CHALLENGE	1515.00
Car	Circuit Car	Social	AMSC STREET CARS	1515.00

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

1 Hour Dash - Club Status
Classes:
Modified Saloons
Classics
Sports Cars
Lotus Open Tops

3 Hour Endurance Race - Club Status
Classes:
Modified Saloons
Classics
Sports Cars
Lotus Open Top

PE 100 Endurance Race- 20 Laps / Club Status
For Historic & Classic motorcycles, 300cc, 400cc
* PSP Motorcycles (650cc Twin) that do not want to compete in PE 200 and ONLY if their lap times are slower that 1.999 minute)
CBR 150 Endurance Race - 20 Laps /Club Status
125cc, 150cc and 250cc
PE 200 - 40 Laps Club Status
Unlimited, 600cc and PSP Motorcycles (Powersport must have lap time faster than a 1.999 minute)

3 Hour Car Endurance: The minimum MSA licence requirement will be a MSA Club licence valid for Circuit Cars or a MSA One Event Club licence valid for Circuit Cars.
PE 150, PE 100 & PE 200 Motorcycle Races: The minimum MSA license requirement will be a MSA Club license valid for Circuit Motorcycles or a MSA One Event Club license valid for Circuit Motorcycles.

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

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
Safety Car / Pace Car Driver	Robert Halgreen	-	Circuit Cars	6406	-
Timekeeper / Lap Scorer	Ashley Bezuidenhout	-	Circuit Motorcycles	44373	-
Scrutineer	GLEN ELLIOTT	B	Circuit Cars	7265	-
Safety Officer	Roger Stephen	-	Circuit Motorcycles	13592	-
Event Secretary	Celeste van Jaarsveld	-	Circuit Motorcycles	39968	-
Environmental Officer	Daniel Bright	A	Circuit Cars	6854	-
Clerk Of The Course	Lloyd Brown	A	Circuit Motorcycles	12070	-
MSA Steward	Neels Vosloo	-	Circuit Cars	7530	-
Chief Marshal	Lance Smallbone	10	Circuit Cars	25991	-

ADDITIONAL SERVICES

Medical Service Provider - Relay

12. ENTRIES

- CONTACT SECRETARY OF THE MEETING FOR THE BANKING DETAILS'

Entries Open Immediately.
Entries to be submitted online via:
https://docs.google.com/forms/d/e/1FAIpQLSf8X1xflAL15aTEMeaomOPuZ_fCYzSFqMt9F168Oik6OLMKVw/viewform?usp=header
Early Entries close: 16 November 12pm - R1515.00 (All competitors in all classes, includes vat, MSA levy, additional class and Friday practice)
Entry Fee after 16 November - R1615.00 (All competitors in all classes, includes vat, MSA levy, additional class and Friday practice)

Proof of payment to be submitted with online entry.
Banking Details:
Algoa Motorsport Club
First National Bank
Branch Code: 261050
Account no: 62318271319

The Promoters and Organizers reserve the right to refuse any entry without giving a reason (refer to GCR 99(i) and GCR100
Organizers reserve the right to cancel a class should less than (3) entries in total be received for a category, or the event should less than (45) entries in total be received for the event by the date and time of entries closing.

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

View Programme File

15. OFFICIAL NOTICE BOARD

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

https://chat.whatsapp.com/F0a8xSVIX1JACL1LtREZAA?s=sh&p=a&mlu=4&ilr=4&iam=2

View Notice Board File

16. DOCUMENTATION

Competitors to upload their competitors' license onto the online entry document including proof of payment.
Club Office will open Friday 20 November 2026 at 07H00 to assist Competitors.
No competitors will be allowed to practice Friday with their documentation completed.
Please sign on early Friday and Saturday. (Competitors must wear armbands provided by Race Secretary)

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 competitor's pit.
Self-declaration scrutineering form to be sent out with event SR's and submitted with online entry. All competitors to have a printed copy.

18. COMPETITORS BRIEFING

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

Drivers/Riders Briefing will take place as per program in driver's lounge. See point 14.
Any changes will be on electronic notice board.

All competitors must attend Drivers Briefing as per GCR 121 & 141(iv)

19. SAFETY APPAREL / EQUIPMENT

- Refer to relevant SSR/s, 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)).

20. SILENCING OF VEHICLES / MACHINES:

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

21. PRE-RACE / PADDOCK / PARC FERMÉ:

- Refer to relevant SSR/s, as well as GCR 252

PRE-RACE PADDOCK
The pre-race paddock is situated at the end of the pit lane, adjacent to the pit exit.
Fifteen (15) minutes before the scheduled start time of each race (refer SSR 25) competitors competing in the race concerned should move to the pre-race paddock. Any competitor failing to enter the pre-race paddock before the closure of the gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap (refer SSR 38).
PARC FERMÉ:
All competitors who have completed two-thirds of race distance are classified as finishers and unless otherwise stated by the Clerk of the Course, are required to bring their vehicle / motorcycle to parc fermé immediately after their last event. The parc fermé is located on the inside of the circuit behind the scrutineering bay.
The Organisers reserve the right to impound and examine any vehicle / motorcycle at their discretion (refer GCR 254).
In terms of GCR 200 (v), (vii) and (x) all competitors are required to remain at the circuit until at least thirty (30) minutes after their last heat, or until such time as any protest / appeal time affecting their category's results has elapsed.

All PE 200 Competitors to remain in Parc Ferme after race for podium.
Pit Lane to be clear for 3 Hour competitors to start.

22. STARTS:

- Refer to relevant SSR/s, as well as GCR 261 – 271

• Starting positions will be determined by lap times recorded during official qualifying sessions, unless otherwise stated in the regulations for the category concerned. The driver / vehicle or rider / motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) driver / vehicle or rider / motorcycle combinations recording the same lap time, the starting positions will be determined in favour of the combination, which established that time first.
• In the event of a timekeeping failure during official timed practice the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course, in consultation with the relevant Association Chairman, and with the approval of the Stewards of the Meeting.
• Where there are two races per category, the starting order for the second race will be based on the 2nd fastest lap set in Qualifying. If a competitor does not post a 2nd fastest lap in qualifying his / her fastest time set in race 1 will be used.
• The starting signal will be given by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.
• Permission to Start at the Back of the Grid:
a) Competitors who do not participate in official timed practice must apply to the Clerk of the Course at least one (1) hour after the end of their official timed practice for permission to start at the back of the grid.
b) At the discretion of the Clerk of the Course competitors' who are not included on the grid for either race may be positioned at the back of their class, if they request to do so, in writing, within one hour after their last race / practice.
c) Should a competitor not finish the race he will be deemed to be a non-starter in the second race (refer SSR 29). Permission to start the second race from the back of the grid must be applied for as per SR 24.5 (b)
• Starting Signal
The race will be deemed to have started when the red light is extinguished (refer SSR's 38 and 39).
• Any competitor found doing practice starts when the grid is being formed up will not be permitted to start the race.

23. REFUELLING:

- Refer to relevant SSR/s, as well as GCR 240

Refer to SSR's 67 – 68 with regard to the fuel permitted.
Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and SSR's 68 and 69.
No fuel may be stored in the pits after the race meeting is completed.
THERE WILL BE NO FUEL AVAILABLE AT THE TRACK.

REFUELLING SAFETY for CBR150, CBR250, PE100, PE200 & 3 Hour Endurance

- No person under the age of 16 may be part of any Pit Crew and will not be allowed in Pitlane
- All cars and motorcycles will be Earthed while refueling takes place
- All pit crew involved with pitstops will be dressed in overalls, balaclava, closed shoes and gloves. Jeans and a long sleeve top will be accepted as a minimum. Fire retardant clothing is preferrable.
- For Motorcycles, a minimum of 1 (one) fire extinguishers will be placed within 2m of where the pitstop will occur
- For 3 Hour Endurance cars, a minimum of 2 (two) fire extinguishers will be placed within 2m of where the pitstop will occur
- All cars and motorcycle engines WILL be SWITCHED OFF while refueling takes place, wheel changing or any maintenance of any sorts. Engines may only be started once ALL pitstop activities are complete and driver/rider is ready to depart the pit box.

Pit Crews and teams who don't follow these minimum requirements will result in drive through penalty as a minimum. It is at the discretion of the Safety Official and COC to decide on the severity of the penalty.

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.
If closed lockable pits are available, they will be allocated on a first come first served bases. The pit area will be controlled from the start of Friday practice. This is in your interest, to prevent your parking area being used illegally. Please co-operate with the security personnel.
Owners of illegally parked vehicles may be fined up to R500 and may have their vehicle(s) towed away or wheel-clamped. Owners of a vehicle which has had its wheel clamped must obtain a receipt from the Race Secretary, which must be shown to the security personnel to have the clamp removed.
Please Note:
Vehicle trailers are not permitted to be parked behind the pit area, only for off-loading purposes. Trailers to be parked at the rear of the pits against the vibracrete walls. Any trailers left behind the pit complex will be towed away and impounded.
The pits will be made available to competitors from 12h00 on Thursday 19th November 2026. Any competitor / team wishing to make arrangements to move into the pits prior to this time must do so with the Race Secretary prior to arriving at the circuit.
The Promoters and / or Organizers 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 / Organizers of this event cannot be held responsible for any loss or damage to your cell phone, wallet or personal possessions.
Please Note:
a) Kindly note that NO persons under the age of sixteen (16) will be permitted on the pit lane.
b) Smoking on the pit lane/apron is prohibited.
c) Competitors' children are not excluded from any of the above (refer GCR's 113 (xiv) and172 (x)).
No vehicle, other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first official qualifying practice until the conclusion of the final race on the day of the race meeting (refer SSR 37), unless specifically granted permission to do so by the Officials. A competitor contravening this regulation may be fined or excluded at the discretion of the Clerk of the Course. Any equipment required to be moved in or out of the pit buildings must be taken out through the rear of the pit during this period.

25. SIGNALLING:

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

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

26. TIMEKEEPER:

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

All transponders to be placed in the correct position
A) Cars must mount transponder against the rear window glass on the left- or right-hand side of the vehicle. Open tops attach transponder to back of roll cage.
B) Motorcycle transponders to be mounted on the front fork.
C) Timing transponders are to be re turned prior to leaving the circuit. {i.e. within 30 min after the competitor's race}
D) Failing to return a transponder timeously will result in the offending competitor being levied an amount of R500.00 by the time keepers for the 1st week or part there of. And R200.00 for each additional week. No further transponder will be issued until the transponder is returned and the levy paid. {SSR 83 {i} and {ii}

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:
After every race, the results which have been posted on the WhatsApp Notice board group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

Notice Board link: Follow this link to join my WhatsApp group: https://chat.whatsapp.com/F0a8xSVIX1JACL1LtREZAA?s=sh&p=a&iam=2

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

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

* Competitors attention is Drawn to GCR's 274, 275, 280 & 281.

Prize giving times and location will be shared on the WhatsApp group notice board.

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:

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

1. All competitors competing in the CBR 150, PE 100, PE200 & 3 Hour please note the following regulations with regards to:
A. Red Flag
i) Vehicles will be stopped on the circuit start grid in race position unless stated otherwise by race control.
ii) Drivers/Riders may take refreshments during a red flag stop but must remain in the vehicle.
iii) Vehicles may not be worked on during a red flag stop, but windscreens or visors may be cleaned.
iv) Vehicles may not enter or exit the pits during a red flag stop.
v) A 2 (Two) minute board will be shown to signal a rolling restart behind a safety car.

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

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

D. Pit lane exit after making a pit stop
i) No competitor may cross the white line when leaving the pit exit to the end of the white line towards Turn 1
ii) Penalty: Drive through

2. Refueling & Pit Stops

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

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

C) 3. Non-FIA Fuel Rigs with a standalone Fuel Tank
i) Non-FIA approved fuel churns may be used as long as they meet the requirements of the event scrutineers as follows:
ii) The churn may not hold more the 30l.
iii) The churn outlet nozzle must be a minimum length of 200mm and the internal diameter of the delivery nozzle may not exceed 33mm.
iv) The churn must be fitted with a shut off valve between the churn and the outlet hose.
v) All refueling devices must be gravity fed.
vi) NO other refueling systems will be allowed unless approved by the organizers before a race meeting. Non- complying entries will be declined on race day and there will be no exceptions
vii) All refueling crew shall be attired with a fireproof balaclava, fireproof gloves and a fireproof suit or overall.
viii) Where refueling takes place above a wheel or exhaust, a wet blanket or towel needs to be placed over the wheel or exhaust.

D) 3 Hour Endurance Race for Cars
i) Vehicles engines must be switched off during refuelling.
ii) When cars are being refuelled no other work may be carried out on the vehicle with exception to fluids being replenished e.g. Engine oil
iii) When cars are being refuelled windscreens may be cleaned.
iv) After refuelling is complete then work may be carried out on vehicle, e.g. wheels changed etc.
v) Driver changers may take place while vehicle is being refuelled.
vi) Safety Car
1) If the safety car is deployed it will pick up a vehicle (not necessarily the lead car). All drivers are to hold their position and no overtaking may take place.
2) Penalty – Stop/Go 2 minute.
vii) No penalty may be served under safety car conditions
viii) No work/refuelling/tyre changes may be done while serving a penalty.