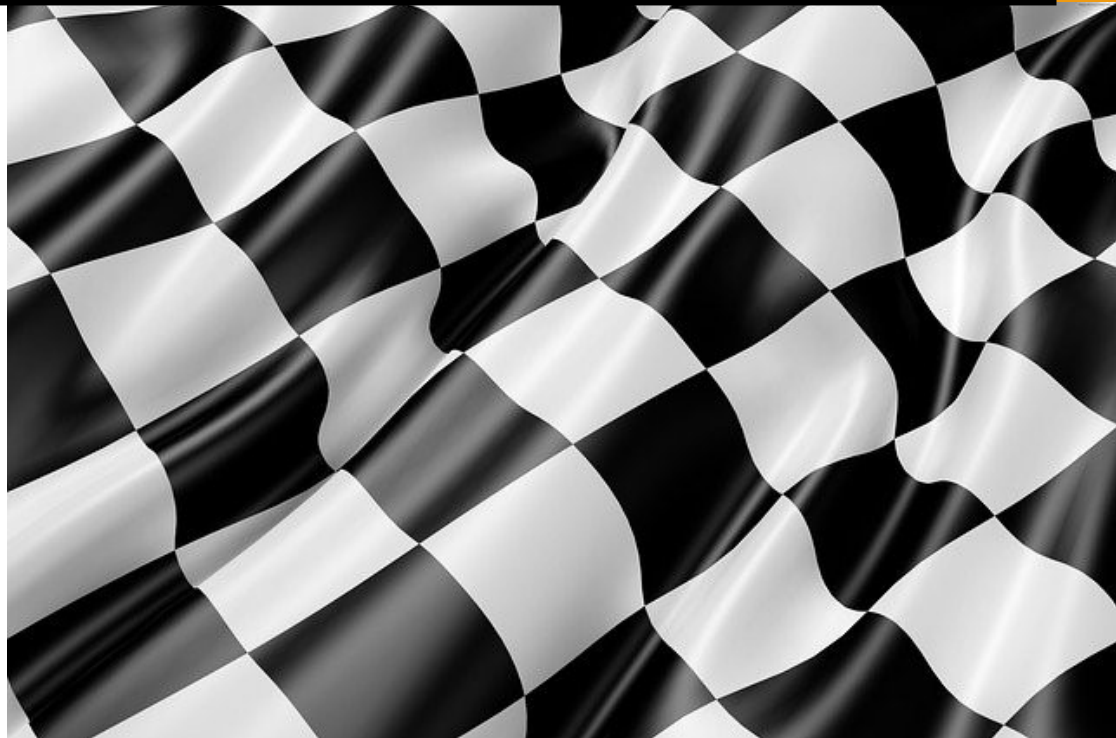




2025

## EP Regional Standing Supplementary Regulations

### Eastern Province Endurance Series for Cars



Version 1

Date: 16 January 2025

Ref: EP 202-25

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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22. GENERAL

All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

**1. CONTROLLERS**

The controllers of the championship will be the Motorsport South Africa (herein referred to as MSA) Eastern Province Regional Committee. All championship events will be run under the auspices of AMSC.

**2. VENUE**

All championship rounds will be held at Aldo Scribante Raceway.

**3. AIM OF THE CHAMPIONSHIP**

To declare the overall Eastern Province Regional Car ENDURANCE Drivers Champion, Eastern Province Regional Index of Performance Champion and to announce the winners of the various classes.

**4. VALIDITY OF THE REGULATIONS**

Applicable for the calendar year of 2025.

**5. ELIGIBILITY OF DRIVERS**

- 5.1 The Championship will be open to all driver's that are resident in the Eastern Cape or within the geographical radius of 350km from Port Elizabeth should they not be resident of the Eastern Cape.
- 5.2 Any competitor that does not comply with SSR 5.1 above and wishes to score in the championship must apply to the Controllers in writing before the event commences. (An Entry form does not constitute an application).
- 5.3 To be eligible to compete a driver must comply with MSA Circuit SSR 1.
- 5.4 All eligible drivers must be in possession of a minimum of a current MSA Regional Circuit racing competition license valid for car racing, as appropriate.

**6. INCIDENT REPORTS**

Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (see SSR 61) should they have had an on track incident with a fellow competitor.

**7. ELIGIBILITY OF VEHICLES**

- 7.1 The series is open to all as per 8.1 below.
- 7.2 Any engine may be fitted to the vehicle. Turbo-charging, supercharging or compressors are permitted.
- 7.3 There is no restriction on the make and type of tyre used.

7.4 Headlight units may be removed for daytime racing only but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped for daytime racing.

For NIGHT RACING a vehicle must have at least one (1) headlight and taillight working for the duration of the race.

They may not be mounted higher than the existing head light height of the vehicle if vehicle is not fitted with headlights as standard, the max height will be 600 mm from the ground.

The preferred height would be number plate height.

Any vehicles that are deemed to be blinding other competitors will be requested to adjust their vehicles lights, failing that, they will need to be relocated.

In the event of any dispute the decision of the COC and TC will be final.

## **8. CLASSES, EVENT REGULATIONS & DRIVER CONDUCT**

8.1 Competitors will be divided into the following classes:

- Modified Cars i.e. Tin Top Cars
- Coastal Challenge Cars
- Sports Cars i.e. Lotus, Shelby & Ligers

### **REGULATIONS COVERING 45 MINUTE MOTOR CAR ENDURANCE EVENTS:**

8.2 Competitors will be permitted to add petrol, lubricating oil and coolant to their vehicles during the race. Fuel may only be used from drums which may not be pressurized or pumped. Only gravity feed is permitted.

8.3 The engine MUST be and REMAIN SWITCHED OFF while the car is being refuelled. No work may be carried out on the car while refuelling is taking place with exception of what is allowed in SSR 22.6

8.4 During the race it is compulsory for each car to make at least one pit stop. The Total Pit Stop Time INCLUDING the out lap/s must be a MIN OF THREE (3) minutes.

8.5 All competitors first pit stop must have been complete in the first 27 minutes of the race.

8.6 No driver may enter to race in more than one team. If however the original team has to withdraw from the event due to mechanical failure etc. he/she will be permitted to drive for another team following a written application to the Stewards.

8.7 Should a vehicle break down on the circuit, the vehicle must be in a safe area before work commences.

8.8 All penalties imposed for incidents such as jumped start, speeding in pit lane will be applied as a penalty of time OR a number of laps deducted at the discretion of the CoC.

8.9 To be eligible to compete for the index of performance the team must still be racing when the chequered flag drops. That is the team must have completed a lap within the last 2 laps by the race leader. (this is for index of performance only and not classes).

8.10 In the event of a bad oil spillage or other incident involving track safety a SAFETY CAR will be used as per SSR45.

8.11 The start / finish line will be extended across the pit lane as per GCR 272 (iv).

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

### **8.12 Driver Conduct**

8.12.1 Refer SSR's 46 to 66 (where applicable).

- 8.12.2 Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- 8.12.3 Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 8.12.4 The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking manoeuvre.

8.12.5 **Entering the Corner (Phase 1)**

Two or more cars entering the zone of a corner together it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.

The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in "close proximity".

**"Close proximity" - It is normal for a challenging car to be in close proximity, by being behind to the inside or outside of the lead car i.e. front bumper behind centre/B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.**

The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area.

**The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.**

If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car ('alongside' being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

**Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.**

8.12.6 **Middle of the Corner (Phase 2)**

If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.

It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger's front bumper is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger's fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore, the bumping of the lead car behind the B pillar or centre by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules.

The 'Y' or 'T' bone by a challenger on the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.

The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the **corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**

#### 8.12.7 **Exiting the Corner (Phase 3)**

From the "apex" out, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit. This is exaggerated in front wheel drive cars and drivers should exercise extra caution.

The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

#### 8.12.8 **Summary of Guidelines**

- i. If the challenger bumps the lead car on the rear bumper and forces him off the circuit, the challenger will slow down and allow the lead car past and continue to race. Failing to do this could result in total exclusion or any relevant penalty with the least being that the challenger finishes behind the lead car in the results.
- ii. The bumping of the lead car behind the "B pillar" in the corner, left or right is the fault of the challenger.
- iii. The 'Y' or 'T' bone of the lead car by the challenger is the fault of the challenger.
- iv. Premature direction change by the lead car in the braking area causing contact is the fault of the lead car and will be dealt with accordingly.
- v. A competitor may enter a corner in any way he chooses provided he/she does not have a car in close proximity.
- vi. In a straight line the lead driver may try to break the tow but when entering the braking area he must have chosen his line - left or right - if he has a car in close proximity.
- vii. The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

#### 8.12.9 **The Process for Reviewing Incidents and Applying Penalties**

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit.

- The Clerk of the Course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

8.12.10 The Clerk of the Course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:

- i. No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- ii. A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
- iii. A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
- iv. If a competitor is found guilty of an offence while 'under yellow' he/she may, following a hearing, be issued with a red card.
- v. Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
- vi. The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
- vii. In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- viii. 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
- ix. Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
- x. Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214.
- xi. Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

#### 8.12.11 **White Line Rule – Turn 1 & 7**

In order to enhance the possibility of overtaking the following will apply:

- Two corners being Turn 1 and Turn 7 are considered to provide prime overtaking opportunities and have been selected at the circuit. A barrier line will be painted on the track starting from around the start of the braking area and ending before the racing line entry to the corner.
- With effect from the second lap of a race and the last 4 minutes of the race, competitors are not permitted to run inside the barrier line unless they are executing an overtaking manoeuvre.



- Any competitor not in a position to overtake another car must be on the outside of the barrier line before it commences and maintain this position until turning into the corner at the end of the barrier line. Conversely, competitors overtaking may not cross from the inside to the outside of the barrier line.
- Two competitors approaching a controlled corner side by side with the lead car on the inside of the barrier line will be deemed to be in an overtaking situation and therefore the lead car may maintain the position.
- Observers will be positioned at the corners to determine whether any competitor has infringed the regulation. Consideration will be given by the observers to circumstances where, due to a yellow or yellow/red flag displayed at the corner, a competitor may be forced to use the inside line.
- Infringement of this regulation will be referred to the Clerk of the Course and a 20-second penalty will be imposed on the offending competitor and added to the race time of the particular race in which the infringement occurred.

## **9. GENERAL – CARS**

Location of timing transponders: Shall be mounted as per SSR 83(ii). Failure to comply may result in exclusion from the race/race meeting concerned.

## **10. COMPETITION NUMBERS**

- 10.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial Bold Print.
- 10.2 The relevant Class Representative, on behalf of the Controllers, shall allocate all competition numbers.
- 10.3 Competition numbers shall be retained throughout the championship year and are not to be changed.

## **11. CHAMPIONSHIP EVENTS**

All events held at the Aldo Scribante Raceway will count as listed on the MSA 2025 Calendar and will be the minimum of 30 minutes long.

## **12. POINT SCORING PER CLASS**

- 12.1 The winning driver in each class will score 10 points. Second place drivers will score 9 points, third place drivers 8 points and so on until 1 point. Each subsequent finisher in the class (if more than 10) will score 1 point.
- 12.2 For the championship to be declared, there must be an average of six (6) eligible starters for all classes combined, over the total number of rounds in the championship. In the case of the calculations resulting in fractions, please refer to GCR 230.
- 12.3 In order to be classified as a finisher, a car must have completed not less than 66% of the distance of the race under its own power. The 66% shall be calculated by rounding off to the nearest lap.
- 12.4 Competing drivers who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards (trophies).

**13. CHAMPIONSHIP FORMAT**

The championship will generally consist of a minimum of six races (4 races) for the year.

**14. NUMBER OF EVENTS TO COUNT**

14.1 All scoring races will be used to determine the results of the championship.

14.2 It is incumbent on the Promoters to ensure that the results and entry list depict the domicile of competitors and/or to provide sufficient information for MSA to determine the eligibility of the drivers in respect of allocation of points.

**15. QUALIFYING, STARTING & STARTING GRID**

The times from qualifying session

**Fastest Lap in Qualifying - Starting position for Race**

Eventualities:

**Competitor does not post a lap time in qualifying:** If a competitor does not post a lap time in Qualifying he/she will start at the back of his/her class.

**16. START PROCEDURE**

ROLLING START

**17. CHAMPIONSHIP STATUS**

Should less than four (4) qualifying races be held and scored during the season, the championship may be declared null and void by the Controllers.

**18. SEPARATION OF TIES**

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

**19. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the AMSC & MSA website within fourteen (14) days after the said event.

**20. DECLARATION OF CHAMPIONSHIP**

The Motorsport South Africa Eastern Province Regional Committee, at its sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.

**21. FUNCTION OF ALGOA MOTOR SPORT CLUB AS ORGANISERS**

The primary function of the "AMSC" is to organize and promote the events that make up the championships. The "AMSC" takes full responsibility for organizing and facilitating the end of year prize giving and trophies. It is furthermore, the function of "AMSC", as organizers, to obtain sponsors for the categories as set out and to facilitate the payment of traveling/prize monies/trophies.

**22. GENERAL**

It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers/riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

**22.1 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.

**22.2 Entering Pits**

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

**22.3 Pit Lane**

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

**22.4 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

## 22.5 Refuelling & Pit Stops

- i. Non FIA Fuel Rigs with a standalone Fuel Tank
  - Only a single refuelling hose/device system may be used.
  - The top of the fuel storage tank may not be higher than 2000mm from the rig base at ground level
  - A manual shut off valve must be fitted between the fuel tank and the outlet hose directly at the tank end.
  - The fuel rig must be earthed to ground via earth cable
  - The car being refuelled must be earthed via a detachable cable.
- ii. FIA and other approved Fuel Churns
  - FIA approved Fuel churns as supplied by race parts suppliers and as used by various FIA race series may be used.
  - Tuff-Jug fuel churns may be used
- iii. Non FIA Fuel Rigs with a standalone Fuel Tank

Non FIA approved fuel churns may be used as long as they meet the requirements of the event scrutineers as follows:

  - The churn may not hold more than 30l.
  - The churn outlet nozzle must be a minimum length of 200mm and the internal diameter of the delivery nozzle may not exceed 33mm.
  - The churn must be fitted with a shut off valve between the churn and the outlet hose.
  - All refuelling devices must be gravity fed.
  - NO other refuelling 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
  - All refuelling crew shall be attired with the following:
    - o Minimum of a fire retardant balaclava worn with a minimum of goggles and /or safety glasses – a full face helmet with a closed visor is highly recommended.
    - o Fire retardant gloves
    - o fire retardant (minimum cotton) overall covering legs and arms.
    - o Shoes
  - Where refuelling takes place above a wheel or exhaust, a wet blanket or towel needs to be placed over the wheel or exhaust.

## 22.6 45 Min 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  
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. 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.
- ix. Penalty for overtaking under Yellow Flag will be a drive through penalty.
- x. Penalty for Exceeding track limits repeatedly will be a drive through penalty.
- xi. Penalty for Speeding in pit lane will be a drive through penalty.
- xii. Any actions by a team in the Pit Lane that are deemed by the officials to be unsafe will incur a drive through penalty.
- xiii. Further Penalties:
  - Non-compliance of 8.2 & 8.3) - Drive Through.
  - Short stop by 60 seconds or less - 1 Lap plus time short stopped
  - Short stop by 61 seconds or more - 2 laps plus time short stopped
  - Any on track violation of the regulations during the event may be penalised with immediate effect by the imposition of a “Driver Through” or a “Stop & Go” penalty as determined by the Clerk of the Course. Once the Team has been advised a competitor must serve the penalty within 5 minutes of being given the notice.
  - Where there is not sufficient time left in the race to serve a penalty the
  - Clerk of the Course may impose a time or lap penalty.
  - Other infringements refer: 2025 MSA Handbook.