



Held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa these Supplementary Regulations and any Final Instructions, which may be issued to competitors.

1. Promoters and Organisers :

Classic Car Events
P O Box 590
Pinegowrie
2123

Phone : +27 (0) 11 789 7127

Telefax : +27 (0) 11 789 7135

E Mail : roger@afriod.co.za

Web : www.afriod.co.za

2. Permit Number **MSA12332**

3. Circuit & Venue: **PHAKISA FREEWAY**

The circuit is a tar macadam surface of 4.4km in length. The race will be run in a clockwise direction and will encompass a section of the banking. The Phakisa Freeway is situated on the R70 between Welkom and Odendaalsrus.

4. Event & Status

The race meeting will cater for the following categories

Category

The African 6-Hour
Formula Libre
Historic Single Seaters
Wings & Slicks Single Seaters

Status

Club Invitation with International Participation
Club
Club
Club

5. Eligibility – Competitors:

The Competition is open to all drivers who hold current, valid MSA Competition Licences for the Category concerned.

Non South African (foreign) competitors need to hold an international competition licence and need to have written permission from their home federations allowing them to participate in this event.

6. Eligibility – Vehicles

6.1 The meeting is open to motor vehicles that comply with the specifications as contained in the 2013 edition of the MSA handbook and the various regulations appertaining to the specific championship and event.

6.2 Entries

Entries open immediately and close on Friday 8th February 2013. Entries are to be submitted on the Official Entry Form provided and accompanied by the full entry fee (Refer GCR 95)

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

- i. Entries will be accepted, in the order of being received, up to a maximum of 60 cars only
- ii. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- iii. Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109
- iv. The organizers reserve the right to cancel a category should less than 12 entries be received.

Late entries received after 8th February 2013 may be accepted AT THE DISCRETION OF THE ORGANISERS , however, on acceptance of the late entry an additional late entry fee of R200.00 will be applicable.

7. Entry Fees

6-Hour Endurance Race	R2 000.00
Supporting Categories	R900.00

Entries should be posted to:

Classic Car Events
P O Box 590
Pinegowrie
2123

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Web : www.afriod.co.za

Telephonic entries will not be accepted. Entries may be faxed, however, should the appropriate entry fee not be received by the Friday prior to the race meeting, the late entry fee will be applicable irrespective of the Competitor's attendance at the race meeting. Refer to GCR 96.

BANKING DETAILS:

Cheques must be made payable to: Classic Car Events

Direct deposits can be made at:

FNB	
Classic Car Events	
First National Bank	
Randburg	
Branch Code	: 254-005
Account Number	: 62015502075

A copy of the deposit slip is to be faxed or e-mailed to the Organisers at the above fax number / e-mail address.

The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR's 99(i) and 100.

A change of driver will be permitted subject to valid reasons for the change being given and the Stewards of the Meeting agreeing to the change. Refer to GCR 238

8. Documentation & Scrutineering

Documentation will be held on

Friday 22 nd February 2013	08:00 - 15:00	Phakisa Track Office
Saturday 23 rd February 2013	06:30 - 10:00	Phakisa Track Office

Scrutineering will take place as follows:

Friday 22 nd February 2013	09:00 - 15:00	Scrutineering Bay
Saturday 23 rd February 2013	07:00 - 11:00	Scrutineering Bay

Competitors attention is drawn to the provisions of SSR 6.

Any competitors unable to present their vehicles for scrutineering during this period should make alternate arrangements with the Secretary of the Meeting.

Competitors may not take part in timed qualifying or any race prior to the completion of documentation or scrutineering.

9. Driver's Briefing

Drivers briefings will take place at 08:00 for Endurance Race competitors and all others at 09:40 on Saturday 23rd February 2013.

Venue :The Media Centre.

ALL Drivers must be present, in person, no representatives accepted, at the briefing at the stipulated time and venue. Failure to attend a Drivers briefing at which a roll call will be taken by means of an attendance register will incur the imposition of a fine of R100.

10. Notice Board

The official notice board is situated at the Control Tower

11. Tickets

Each Competitor will receive 10 pit tickets for the African 6 Hour and 3 for supporting races. Additional gate entry tickets may be purchased at R40.00 each. Tickets may be collected or purchased at Documentation from the Secretary of the Meeting.

12. Officials of the Meeting

Motorsport SA Steward	Ian Auret
Club Steward	Zak Lombard
Clerk of the Course	Glenn Rowden
Deputy Clerk of the Course	Ken Cromarty
Judges of Fact (Startline)	Post Chiefs
Secretary of the Meeting	Roger Pearce
Assistant Secretary of the Meeting	Tlalane Makatsa
Chief Timekeeper	ESMK
Chief Technical Consultant	Dave Richardson
Eligibility	Steve Pickering
Chief Scrutineer	Pierre Lindeque
Medical Co-ordinator	Rolf Schana
Chief Marshal	Jack Harmse
Environmental Steward	Dick Shuttle
Starter	Jakes Jacobs

13. Prize Giving

14.1 The prize giving will take place at 10:00 on Sunday 24th February 2013 once results are deemed to be final.

The venue shall be : Phakisa Media Centre

Any competitor not present at prize giving to receive their trophy will forfeit it.

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

Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

Trophies will be awarded, based on the total elapsed race time of competitors where there is more than one race for the category concerned, as follows:

Overall	1 st 2 nd 3 rd
Index	1 st 2 nd 3 rd
Team	1 st
Team Manager	1 st
More than 4 entries in a class	1 st 2 nd 3 rd overall
Less than 5 entries in class	1 st and 2 nd overall

Regulations Specific to The African 6 Hour 2013

23rd February 2013

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

14. General.

The African 6 Hour is open by invitation to all Saloons and Sports & GT closed wheel cars complying with 2013 technical regulations as published by MSA or FIA in the case of LMP1 & LMP2 cars and GTE-Pro and GTE-Am. No "special" vehicles which are not part of a recognised 2013 category will be allowed to compete. It is the responsibility of the entrant to prove eligibility.

15. Teams and Drivers.

No relay teams are permitted.

Competitors are encouraged to form teams (3 cars) irrespective of class.

A maximum of three drivers per car is allowed and no driver may drive for more than two hours continuously without a minimum break of 15 minutes between the two hour periods.

Drivers may only drive for one entry.

16. Tyres

Tyre type and size is free.

17. Classes.

Classes will be based on capacity.

Sports Racing Cars:

Class A LMP1

Class B LMP2

Class N over 5000cm

Class P 3000cm to 4999cm

Class R 2000cm to 2999cm

Class S 1300cm to 1999cm

Class T up to 1299cm

Production Sports & GT Cars and Saloon Cars:

Class C GTE-Pro

Class D GTE-Am

Class U over 5000cm

Class V 3000cm to 4999cm

Class W 2000cm to 2999cm

Class X 1600cm to 1999cm

Class Y 1300 cm to 1599cm

Class Z up to 1299cm

Capacity for classing where required will be taken as the **ACTUAL** declared capacity of the competing vehicle less the 5% allowance. The penalty for false declaration will be exclusion from the event.

Cars with forced induction and all Rotary engined cars will be subject to an equivalency factor of 1.4 by which their actual capacity will be multiplied to determine a capacity for classing purposes.

18. Qualification as a finisher.

A competing car must cross the finishing line on the circuit after the chequered flag has been shown to qualify as a finisher irrespective of the fact that he/she may have completed 75% of the race distance. Race distance will be defined as the number of laps completed by the fastest car in each class.

The pit lane exit will be closed when the chequered flag is shown.

Only cars that have completed the race and have been classified as a finisher may score towards Index of Performance.

19. In car timing.

In car timing is permitted.

20. In car communications.

In car communications (ship to shore) are allowed.

21. Qualifying.

Qualification times will only be taken from the official practice session for the event. Drivers failing to qualify in the session will be placed at the back of the grid. Only one driver need qualify but all drivers must participate in the night timed practice. A minimum qualifying time may be applied and only 60 cars will be allowed to start. Cars not qualifying will be guaranteed a minimum 2 hour race on Saturday morning. The minimum qualifying time will be communicated by means of a bulletin.

22. Safety Car Period

During the Endurance race, pitting for driver change or refuelling is allowed during safety car periods.

23. Pit Stops

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road.

Should the car require to be refuelled in that period, the driver may not remain in the vehicle or a driver change may not take place in the time in which the car is being refuelled.

No refuelling is allowed in the pit garage and fuel may not be stored in the garage and must be stored outside of the rear of the pit garage. The penalty for non compliance is exclusion.

A maximum of 3 crew members may carry out refuelling.

All crewmembers responsible for refuelling will wear flameproof overalls, full-face helmets and fire retardant gloves. The third refueller is to man a 9kg fire extinguisher provided by the competitor during the complete refuelling operation.

No further work can take place on or around the car during the time refuelling is in process.

Tyre changes are permitted in the time the car is dead but only should no refuelling be in process.

Spillage of fuel during refuelling shall be penalised with a drive through penalty.

Any work beyond refuelling and wheel changes will require the car to be pushed back into its pit box with the engine switched off until such time the car is once again raceworthy. Engines may only be restarted in the pit lane and not in the pit garage.

The penalty for non compliance is exclusion.

The vehicle shall restart by means of its own starter motor.

Should a car be push-started following a pit stop, a drive through penalty will be imposed. Cars may be pushed to reposition them in the pit lane either forwards or backwards by a maximum of 3 people but the engine must be switched off.

Should a car exceed the pit lane speed limit of 60kmh either entering or exiting the pit lane, a drive through penalty will be imposed.

The front bays of all pit garages are to be kept clear at all times during racing.

24. Formation Laps

Prior to the start of the race, the pit lane will be opened. Competitors shall complete an installation lap and form up on the grid in starting order. Should an additional installation lap be required, the competitor may do so by driving down the pit lane.

The pit lane will remain open for 20 minutes and will be closed 5 minutes before the scheduled start time. The start will be a rolling start.

25. Outside assistance

In the event of a car breaking down on the circuit, no outside assistance is permitted other than the track marshals moving the car to a safe position if it is deemed to be in an unsafe one. Such assistance may not be used to restart the engine.

The driver only is permitted to make repairs and only with tools and materials carried on the vehicle.

No refuelling or replenishment of oil or water is allowed on circuit other than in the designated pit area. No additional fuel may be carried in the vehicle other than in the designated fuel tank.

No other person except the track marshals or driver may touch the car outside of the pit area or starting grid.

The penalty for non compliance is exclusion.

26. Lights

Irrespective of the lighting regulations contained in the eligibility regulations for the various categories, all vehicles competing in the 6 hour Event will be required to have the following:

Two working headlights.

Two working taillights.

Two working brake lights

Four working indicators where originally fitted to the vehicle.

A maximum of two additional front facing spotlights may be fitted.

A maximum of two forward facing marker lights may be fitted in a non white colour.

Each car must be fitted with reflective tape as follows:

Rear of car, a minimum of two red strips at least 15 cm long.

Side of car, a minimum of two yellow strips at least 15 cm long.

Front of car, a minimum of two white strips at least 15 cm long.

A "lighting up" time will be specified by the Clerk of the Course in the final instructions for the event. Should weather conditions require a different (ie brought forward) "lighting up" time and at the Clerk of the Course's discretion after the race start, this will be conveyed to competitors by a board displayed for 3 laps at the start line containing the legend, "Lights On".

All pit crew must wear reflective vests during the race period after "lighting up" time has been imposed.

Non compliant vehicles will be black flagged and must return to the pits for repairs to the lights and inspected by an official of the meeting for compliance prior to returning to the circuit.

GENERAL

27. Entrant's Licences

Where the Entrant is not the Driver, an Entrant's Licence must be obtained from MSA prior to the submission of the entry form, failing which the Entrant's name will not be published in the programme.

28. Pit & Paddock Allocation

Pit and Paddock allocations will be notified in the final instructions once the number of entries has been established. Pit allocation will be on a first come first served basis based on the order in which entries are received.

29. Trailer Park

All trailers are to be removed to the trailer park immediately the offloading process is complete. Any trailers left in the pit area will be impounded by the Organisers.

30. Programme of Events

The Provisional Programme of Events appears at the end of these Supplementary Regulations. Any changes to the Race Program must be agreed upon by the Clerk of the Course and the MSA Steward.

Should the Organisers deem it necessary to change the Timetable the Revised Timetable will be issued with the Final Instructions and published on the Official Notice Board.

The Organizers reserve the right to alter the Race Programme as may be necessary and combine or split Categories on Race Day or prior to the Closing Date of Race Entries should the number of Entries so dictate. Changes will be posted on the Official Notice Board.

31. Pre-Race Paddock

The Pre-Race Paddock is compulsory for all races.

Competitors must ensure that they form up in accordance with SSR 25 fifteen minutes prior to the scheduled start time of their race.

Starting positions are to be maintained during the warm up lap.

32. Starts

Starting positions will be determined by lap times recorded during official qualifying sessions. Unless otherwise stated in the regulations for the particular category concerned, the vehicle recording the fastest time will be in the number one position on the starting grid, with the remaining positions being filled in descending order of official practice times. In the event of two (2) drivers recording the same lap time, the more favourable grid position will be allocated to the driver who established that time earliest.

At the discretion of the Clerk of the Course, competitors who are not recorded on the grid for either the first or second race may be positioned at the back of their class.

The starting signal will be given by lights. Should the lights fail, all subsequent starts will proceed with the use of the MSA Flag.

Competitors who do not take part in official timed practice must confirm one (1) hour before the first race of their intention to start.

33. Safety Car

If the Clerk of the Course deems it necessary a safety car will be used. All laps completed during a Safety Car intervention will be counted as race laps.

Where a race is red-flagged competitors attention is drawn to SSR 43 of the 2010 MSA Handbook.

34. Completion of Race

The end of each race will be signified by the waving of the chequered flag. Proceed on a slow down lap to the Track Exit and return to Parc Ferme.

35. Parc Ferme

All competitors who are classified as finishers, unless otherwise directed by the Clerk of the Course, are required to bring their vehicles to Parc Ferme immediately after the last lap of each race.

The Organisers reserve the right to impound and examine any vehicle at their discretion.

36. Results

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

These results are not to be removed and disciplinary action will be taken against any competitor removing these results without authority. Additional copies may be obtained from the Secretary of the Meeting.

37. Protests and Appeals

Refer Parts IX and X of the MSA Handbook as well as Appendix R, article 13 .

Please note that the organisers will make use of a Tribunal as envisaged in GCR 212. The constitution of the Tribunal will be notified with final instructions.

38. Timing 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.

Timing transponders are to be returned to the timekeeping officials prior to their leaving the Circuit (i.e. within one (1) hour of the finish of the last race). Transponders not returned by this time are to be returned by not later than the Monday following the race meeting (by hand delivery or courier) to the timekeepers.

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 R600 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))

39. Pit Apron

Refer to GCR 251, SSR's 37, 63, 64, 65 & 66 and waiver to SSR37, should such a waiver having been granted by the MSA Circuit Safety Commission)

No Vehicle may travel in the reverse direction to traffic flow in the pit lane.

No Persons under the age of sixteen (16) are allowed on Pit Lane

The consumption of alcohol is prohibited on Pit Lane

Smoking is prohibited on Pit Lane

Scooters, Pit Bikes, Roller Blades, Skate Boards or Motorized Skate Boards are not allowed on in the Pits or on Pit Lane

The Pit Road must be Kept Clear

Competitors attention is drawn to GCR's 113 (xiv) and 173.

40. Signalling

Competitors attention is drawn to Appendix H of the 2013 MSA Handbook.

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. SSR 41 is applicable to motorcycle and car events.

Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (i).

41. Silencing of Vehicles

In accordance to the local authority legislation requirements no participating vehicles may exceed 105 db. Refer to GCR 245 of the 2013 MSA Handbook.

42. Postponement, Abandonment & Cancellation

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

43. Protective Clothing

No Competitor wearing short-sleeved shirts or shorts will be permitted to either practice or race. Refer to GCR 239 regarding safety apparel.

44. Driving Conduct

Refer SSR 50 Any Competitor who consistently uses the verges will be guilty of unsafe driving (SSR's 17, 50(g) & 51) and will be penalised accordingly in terms of GCR 157 (i) (a). Observers, whose duty will be to report on the cutting of corners, persistent off-circuit behaviour and/or poor driving standards may be appointed and their names listed either in the final instructions or via a Drivers Bulletin. Competitors reported in this respect who, having been signalled in terms of Appendix H Article 6, continues to disregard safe driving conduct may be black flagged. Any Competitor disregarding the black flag will be excluded from the race in question.

One or more Judges of Fact may be appointed to oversee the starting procedure and report on infringements i.e. Jumping of the start. The names of these Judges will be stated in the list of officials or communicated to Competitors in final instructions, placed on the notice board.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 vii). Drivers will be held responsible and liable for anybody knocked down while racing on pit road.

45. Incidents/Retirements

Competitor's attention is drawn to SSR's 60 & 61

46. Vehicles Abandoned on the Circuit

Any saloon car abandoned on the Circuit must be left unlocked and, if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit and locked will be moved by any practical and available means and the Promoters, Organisers and Officials will not be liable for any subsequent damage. Refer to SSR 10 (iii)

47. Incidents in Practice Sessions

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

48. Racing Fuel, Oil or Coolant spillage on the Circuit:

Refer to SSR 50 (iii).

49. Fuel

Competitor's attention is drawn to GCR 240 with regard to fuel permitted.

Replenishment of lubricant is not permitted during any race or timed qualifying session. Replenishment of fuel other than during the one hour race, is not permitted during any race or qualifying session.

50. Competition Numbers

Refer to GCR's 246, 249 and SSR 4 and individual category/class SSR's

51. Advertising

It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles/motor cycles shall also display the advertising, if any, as stipulated for the Event. The required advertising per class is shown on the addendum to these regulations. Competitors will not be issued with a Scrutineering sticker whilst the car does not conform to the requirements of this section.

52. Change of Class

In those categories where the competitor has been placed in a class by the HRSA, no change of class will be permitted other than if the Competitions Secretary of the HRSA (Mr Harry Lombard) has given the Organisers / Timekeepers written permission to make such a change. The class as published by the HRSA on its website will be deemed to be the correct class.

53. Proposed Programme
42.1 FRIDAY – 22nd February 2013

Sessions will be arranged and published on the official notice board, dependant on the number of competitors present. First session to commence at 09:00

Pre-qualification for the African 6-Hour will take place from 15h30 to 17h00. A compulsory night practice for ALL drivers in the six hour race will be held between 18h00 and 20h00.

42.2

Saturday – 23rd February – Official Timed Practice

Time			Category	Type	Laps / Notes
07:00		07:20	Historic Single Seaters	Qualifying	
07:25		07:50	Formula Libre	Qualifying	
07:55		08:10	Historic Wings & Slicks Single Seaters	Qualifying	
08:15		09:15	Qualifying for The African 6-Hour	Qualifying	1 Hour
08:00			Drivers Briefing 1		
09.40			Drivers Briefing 2		

Saturday 23rd February 2013 - Racing

Start		Event #	Laps
09:30	Historic Single Seaters	1	8
10:00	Formula Libre	2	8
10:30	Historic Wings & Slicks Single Seaters	3	12
11:00	6-hour consolation race	4	2 hours
13:00	LUNCH BREAK		
13:35	Pit lane open for 6 hour endurance cars		
13:55	Closure of pit lane.		
14:00	Start of The African 6 Hour	5	6 hours
20:00	End of The African 6 Hour		



OFFICIAL ENTRY FORM

CATEGORY ENTERED (Mark with X)	The African 6 Hour	Historic Single Seaters	Wings & slicks single Seaters	Formula Libre											
	Sports Racing Cars														
	Production Sports & GT & Saloon														
CLASS (Mark with X)	A	B	N	P	R	S	T	C	D	U	V	W	X	Y	Z

ENTRANT / SPONSOR / DRIVER DETAILS

ENTRANT/SPONSOR		Ent. Lic. No.	
Postal Address		Tel. No. (w)	
	Code	Fax No.	
E-mail:		Cell:	
DRIVER 1		Comp. Lic. No.	
DRIVER 2		Comp. Lic. No.	
DRIVER 3		Comp. Lic. No.	

VEHICLE DETAILS

Make of Vehicle		Type / Model		Year	
Engine Make		Capacity		No. of Cyl.	

DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY ENTRANT / DRIVER / RIDER:

I/We have read and understood GCR's 93, 94, 113, 121 and 122 of the MSA Handbook and signify my/our agreement to abide by these Rules by signing this entry form.

Entrant: _____ (Print) _____ Date _____
(Signature)

Driver: _____ (Print) _____ Date _____
(Signature)

Direct deposits can be made to:

Classic Car Events
First National Bank
Randburg

Branch Code : 254-005

Account Number : 62015502075

A COPY OF THE DEPOSIT SLIP, CLEARLY MARKED FOR IDENTIFICATION, MUST BE FAXED TO
+27 (0) 11 789 7135 e-mail roger@afriod.co.za

FOR OFFICIAL USE ONLY

Date Rec. _____ Entry Fee paid R Documentation _____ Tickets collected _____