SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS							
NAME OF EVENT:	SIMOLA HILLCLIMB						
DATE OF EVENT:	29 April 2027 to 2 May 2027						
STATUS OF EVENT:							
INVITATIONAL	X	SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
EVENT:	*The Simola Hillclimb (SHC) consists of two separate INVITATIONAL events staged under CLUB STATUS:* • *Classic Car Friday (CCF) held on Friday, 30 April 2027* • *King of the Hill (KOH) held on Saturday, 1 May 2027 and Sunday, 2 May 2027.*						
VENUE:	*SIMOLA HILL AT SIMOLA GOLF AND COUNTRY ESTATE, KNYSNA* *1.9km Start to Finish lines, elevation: 163.7m*						
GPS CO-ORDINATES:	*34°01'02.7"S 23°01'42.9"E*						
DIRECTIONS:	*Knysna N2, Old Cape Road*						

2. PROMOTERS / ORGANISER'S	
PROMOTERS NAME:	*Knysna Speed Festival (Pty) Ltd*
GENERAL ENQUIRIES:	*info@speedfestival.co.za / 044 382 7500*
NAME OF CONTACT PERSON FOR COMPETITOR ENQUIRIES:	*Leon Smith – leon@speedfestival.co.za / 082 443 0034*
NAME OF CONTACT PERSON FOR MSA ENQUIRIES:	*Sparky Bright – sparkyb@vodamail.co.za / 082 340 0396*
WEBSITE:	*www.simolahillclimb.com*
ORGANISER'S NAME:	*Knysna Speed Festival (Pty) Ltd*
ORGANISER'S ADDRESS:	*PO Box 972, Knysna, 6570*
CONTACT NUMBER:	*044 – 382 7500*
EMAIL ADDRESS:	*info@speedfestival.co.za*
WEBSITE:	*www.speedfestival.co.za*

3. JURISDICTION

- Held under the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), and these Supplementary Regulations (SRs), MSA's Safeguarding Policy as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2027 category regulations.
- Any relevant MSA Circulars of **2027** will take precedence to these Supplementary Regulations.
- **These regulations must be read and adhered to by all competitors**.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17881	Permit issued (date):	**29 September 2026**
Please note that the MSA Flag will be prominently displayed at:	***The start line***	

5. ELIGIBILITY OF COMPETITORS & VEHICLES

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

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

a) Drivers in compliance with MSA Circuit Racing SSR 1 and the relevant category regulations.
b) Vehicles in compliance with MSA Circuit Racing SSR 2 and the relevant category regulations.
c) All vehicles as categorised and defined in point 12.
d) Competitors should have competed in at least 3 events sanctioned by any National or International Motorsport Body. Any entries where drivers have not completed such a minimum will be entirely at the discretion of the Organiser.

6. COMPETITION LICENCES

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

Licence status can be checked electronically prior to the event using MSA's platforms.

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or support@motorsport.co.za

Licence requirement:

The event is open to Invited drivers who hold a current, MSA Club status or higher Competition Licence valid for Circuit Cars, Rally, Off Road Cars or to international drivers in compliance with the below. Clause 20 of these regulations is to be followed by all confirmed entrants.

In order to facilitate the participation of foreign competitors with international licences in local MSA-sanctioned **car** events, MSA has arranged with its insurers to provide personal accident insurance cover to these competitors in order to ensure their admission to local private health care facilities in the unfortunate event of injury.

The limits of insurance cover as per this arrangement are as follows:

R150 000 in respect of Medical Expenses
R400 000 i.r.o Disability
R120 000 i.r.o Death

NB: No Repatriation cover is offered or provided

The cover is mandatory for all foreign competitors who hold international licences, taking part in MSA-sanctioned car events.

Apart from the cover offered by MSA and mentioned above, each affected foreign competitor is welcome (and indeed encouraged) to arrange their own higher limits of cover through a third-party insurer. They are also encouraged to consider arranging repatriation cover for themselves to enable them to be returned to their home countries if injured.

Foreign competitors who have been accepted to participate are requested to contact Rashaad Monteiro at MSA head office tel: +27 11 675 2220 / rashaad@motorsport.co.za – to make the necessary arrangements regarding insurance cover.

Please note that the above only deals with insurance cover for competitors with an international licence and does not affect anything to do with the other requirements surrounding the participation of foreigners, such as licensing and starting permissions from foreign competitor's ASN which is required.

7. INJURY REGISTER

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

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

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

Refer to Appendix L - Article 2.9

8. ENTRANTS LICENCES

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

9. ADVERTISING & PUBLICITY

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

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

9.2 To protect the event sponsors rights, competitor sponsor branding in the pit area will be allowed but confined to the inside of their respective pit only. Any branding found outside of the competitor's pit entrance, as defined by the pit marquee frame, will be removed. Other than as specified in clause 9.1 advertising on the competitor's Vehicle is unrestricted.

9.3 Release of Media and Intellectual Property Rights

Any and all Knysna Speed Festival and Simola Hillclimb events shall not be recorded or photographed for **commercial** purposes without the express written consent of Knysna Speed Festival (Pty) Ltd ("KSF").
All media (including images, photos, video footage, drawings and audio recordings) and intellectual property rights related to or associated with KSF and KSF events (collectively, "Media"), including the Simola Hillclimb motor race ("SHC"), belongs to KSF, and is wholly reserved in perpetuity to KSF and its licensees.

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

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

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

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

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

9.4 Notice of Filming and Photography

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

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

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

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

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

9.5 Knysna Speed Festival ("KSF") grants to the Entrant the revocable, limited, non-exclusive, non-assignable, non-transferable right to use KSF and Simola Hillclimb trademarks, and all related trademarks, trade dress, slogans, logos, taglines, labels, other designs and production identification and other materials provided by KSF ("Trademarks") provided all such uses and the manner and nature of such use receives KSF's prior written approval.

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

10. DUTIES OF THE OFFICIALS

Refer to MSA GCRs Part VII.

11. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
OVERALL CLERK OF THE COURSE	***Sparky Bright***	***A***	***1021***
MSA STEWARD	***Neels Vosloo***		***7530***
CLUB STEWARD	***Phillip Griffin***		***27061***
SAFETY OFFICER	***Ashwin Harri***		***4498***
ENVIRONMENTAL STEWARD	***Daniel Bright***		***6854***
EVENT SECRETARY	***Lynne Bright***		***11459***
TIME KEEPING SERVICE PROVIDER	***ZA Timing***		
CHIEF TIMEKEEPER	***TBA***		***TBA***
CHIEF MARSHAL	***TBA***		***TBA***
TECHNICAL CONSULTANT	***Alistair Pringle***	***A***	***13844***
SCRUTINEER	***Glen Elliott***		***32019***
OBSERVER	***Duane Grobler***		***29056***
COMPETITOR LIAISON OFFICER	***Leon Smith***		
MEDICAL SERVICE PROVIDER	***ER24***		

12. CLASSES

i) To be read in conjunction with Class Information point 13. below

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

iii) If less than 3 entries per class are received the Organiser reserves the right to cancel the class.

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

CLASSIC CAR FRIDAY (Classic Conqueror Trophy)

CLASS:	***STATUS:***	***DESCRIPTION:***
H1	*Club Invitational*	*Pre-war vehicles*
H2	*Club Invitational*	*Road going vehicles (full interior trim retained) up to and including 1975*
H3	*Club Invitational*	*Road going vehicles (full interior trim retained) 4-cylinder up to and including 1990*
H4	*Club Invitational*	*Road going vehicles (full interior trim retained) Rotary, 5-cylinder & above up to and including 1990*
H5	*Club Invitational*	*Racing saloon vehicles 4-cylinder up to and including 1975*
H6	*Club Invitational*	*Racing saloon vehicles, Rotary, 6-cylinder & above up to and including 1975*
H7	*Club Invitational*	*Racing saloon vehicles, 4-cylinder up to and including 2005*
H8	*Club Invitational*	*Racing saloon vehicles, Rotary, 6-cylinder & above up to and including 2005*
H9	*Club Invitational*	*Open Wheel Single seater racing cars up to and including 2005*
H10	*Club Invitational*	*Racing Sports Cars & GT up to and including 2005*

KING OF THE HILL (Jody Trophy) – Standard Production, Road Going Saloon Vehicles & SuperCars

CLASS:	**STATUS:**	**DESCRIPTION:**
A1	*Club Invitational*	*Standard production, road going saloon vehicles: up to and including 4-cylinder – TC or SC, 2WD*
A2	*Club Invitational*	*Standard production, road going saloon vehicles up to and including 4-cylinder – TC or SC, 4WD*
A3	*Club Invitational*	*Standard production, road going saloon vehicles: 5, 6-cylinder & rotary – TC or SC, 2WD*
A4	*Club Invitational*	*Standard production, road going saloon vehicles: 5, 6-cylinder & rotary – TC or SC, 4WD*
A5	*Club Invitational*	*Standard production, road going saloon vehicles: 5, 6-cylinder & rotary – Naturally aspirated*
A6	*Club Invitational*	*Standard production, road going saloon vehicles: 8-cylinder & above – Naturally aspirated*
A7	*Club Invitational*	*Standard production, road going saloon vehicles: 8-cylinder & above – TC or SC. 2 or 4 door*
A8	*Club Invitational*	*Standard production, road going four-wheeled vehicles (excluding Quads and Karts): Hybrid, electric, or hydrogen powered*

TC = Turbo Charged SC = Supercharged

KING OF THE HILL (Jody Trophy) – Modified Saloon Vehicles.

CLASS:	**STATUS:**	**DESCRIPTION:**
B1	*Club Invitational*	*Racing vehicles: up to and including 4-cylinder – Naturally aspirated*
B2	*Club Invitational*	*Racing vehicles: up to and including 4-cylinder – 2WD – Unlimited including forced induction*
B3	*Club Invitational*	*Racing vehicles: up to and including 4-cylinder – 4WD – Unlimited including forced induction*
B4	*Club Invitational*	*Racing vehicles: 5-cylinder & above 2WD – Unlimited including forced induction*

B5	*Club Invitational*	*Racing vehicles: 5-cylinder & above 4WD – Unlimited including forced induction*
B6	*Club Invitational*	*Racing vehicles: 6-cylinder & rotary – Naturally Aspirated*
B7	*Club Invitational*	*Racing vehicles: 8-cylinder & above – Naturally Aspirated*
B8	*Club Invitational*	*Alternative Energy – Hybrid, electric, hydrogen - Unlimited including forced induction*
B9	*Club Invitational*	*SUV, SAV & Bakkies – Unlimited including forced induction*
B10	*Club Invitational*	*Modified Street Vehicle Division – Modified (road registered) production based Vehicles, 2WD & 4WD*
KING OF THE HILL (Jody Trophy) – Single Seaters, Sports Cars, & Sports Prototypes		
CLASS:	**STATUS:**	**DESCRIPTION:**
C1	*Club Invitational*	*Single seater racing cars: up to and including 4-cylinder – Unlimited including forced induction*
C2	*Club Invitational*	*Single seater racing cars: up to and including 4-cylinder – Naturally Aspirated*
C3	*Club Invitational*	*Single seater racing cars: 5-cylinder & above – Unlimited including forced induction*
C4	*Club Invitational*	*Sports cars, Sports prototypes: up to and including 4-cylinder – Naturally Aspirated*
C5	*Club Invitational*	*Sports cars, Sports prototypes: up to and including 4-cylinder – Unlimited including forced induction*
C6	*Club Invitational*	*Sports cars, Sports prototypes: 5-cylinder & above – Unlimited including forced induction*
C7	*Club Invitational*	*Single seater, Sports cars, Sports Prototypes: Hybrid, Electric or Hydrogen powered.*

13. CLASS INFORMATON

A) CLASSIC CAR FRIDAY (CLASSIC CONQUEROR TROPHY) - ALL H Classes

Potential entrants are requested to peruse the aforelisted CCF class definitions in full to ensure that the correct class (compliant for vehicle) is selected at point of online registration.

The Organiser reserves the right to move the car to the appropriate class where deemed necessary. The relevant official(s) will determine the eligibility of a vehicle for the class. See clause 14.

i) All vehicles must adhere to the spirit of Classic Car Friday which aims to honour period correct vehicles. Therefore, all silhouette (including wings and spoilers), chassis, engines and drivetrains must be indicative of the period the vehicle was produced or raced.

A maximum leeway period of up to ten (10) years is permissible to allow use of more modern engines and drivetrain alternatives, provided they remain within the original manufacturer make and concept.

In the case where the intended vehicle does not fully replicate the original, for example alternative type and manufacture of suspension, components deemed to be more freely available and reliable may be permissible on application to the event technical panel at entries@speedfestival.co.za **PRIOR to** registration of intent to enter.

Carburetors may be replaced with throttle bodies and fuel injection systems.

NO launch control and/or traction control systems are permissible. Access to Data Loggers, ECU's, Dash loggers must be made available to officials on request for the duration of the event. The Organisers reserve the right to appoint independent experts to analyse loggers and/or data.

ii) No ground effect or diffuser devices are permissible excepting what is period correct.

iii) All forms of sequential gearboxes are disallowed unless originally fitted to the vehicle in period.

iv) Vehicles must comply with their original specification and architecture, and in interpretation of these regulations and adhering to "what is not specifically permitted is disallowed." Refer to GCR 226.

v) Classes H2, H3 and H4 are specifically aimed at street legal, currently licensed road vehicles indicative of the period with retention of the interior and conventional tyres trim (Tyre Rule and Instruction, point 27 applies).

vi) Racing tyres (slick or semi-slick) are permitted in classes H5, H6, H7, H8 & H9 only. (Refer to point 29 d) with the specific instruction that **NO TYRE WARMERS are PERMITTED**.

vii) **Nitrous Oxide Systems (NOS), Water Meth's and methanol fuel** are strictly forbidden for **ALL** classes.

B) KING OF THE HILL (JODY TROPHY) – STANDARD, ROAD GOING SALOON VEHICLES & 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 recognized manufacturer and are sold via their respective dealer networks.
In this instance a Saloon vehicle is defined as a vehicle 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 vehicles**. It specifically excludes specialist spaceframe/monocoque/recreation road legal vehicles. New vehicles or vehicles with model year changes yet to be launched will be accepted at the organizer's discretion provided that the intended published introduction date falls within the current year.
Vehicles must comply with their original specification and in interpretation of these Road Going Vehicle 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 entries@speedfestival.co.za **at time of online registration**. The brochure or accompanying documentation **must** contain proof of OEM's continued warranty cover.
- The vehicle is currently released and is available for order and purchase via the respective manufacturer's global dealer network.

iii) The body shape must represent the standard silhouette. No aerodynamic modifications or aids are allowed other than those fitted to the vehicle 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 Vehicles be fitted with an integral roll cage, or equipped with a roll cage to MSA specification, and FIA/SFI approved driver harness and race seat. The Technical Consultant's decision will be final in terms of safety to allow the vehicle 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 vehicle.
Wheel dimensions are defined by their diameter, width of rim and offset. **The Tyre Rule and Instructions as per point 29 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 utilized must be purchased by the competitor at a designated venue, details to be advised via bulletin and the fuel filler cap sealed.
The Organiser and/or officials may draw a fuel sample of up to 5-litres for reference and control purposes from the same pump during the fuel purchase period. Random checks for fuel matching compliance may be performed by the Organiser and/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 vehicle or storage drum by any means, he/she must know the vehicle manufacturer's 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.
- If the fuel is found to be incorrect during the Finals, the competitor will be excluded from the results.

vii) Engine intake air filters - a direct replacement aftermarket or K&N type element may be fitted. An air filter must be fitted at all times.

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

ix) 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 vehicles not complying with 13B and to avoid post event protests, between 09h00 - 11h00 on Saturday, 1 May 2027 competitors with bona fide concerns regarding the compliance, eligibility and/or legality of a specific vehicle/s are encouraged to raise such concerns directly with the Clerk of the Course in writing for consideration by the event's technical consultants.
In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven. Refer MSA GCR 176.

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

C) KING OF THE HILL (Jody Trophy) – MODIFIED SALOON VEHICLES: – ALL B Classes

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

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

CLASS B10, Modified Street Vehicle Division

i) Class B10 is specifically aimed at hard-top saloon-type (see point B i) road going, tuner modified and specialised production based two and four-wheel drive vehicles. Vehicles are to have current NaTIS registration with current licence disk attached to windscreen with matching VIN#. Refer to MSA GCR 254 & MSA Circuit Racing SSR 12.

ii) Vehicles are to maintain their OEM configuration with regard to engine type and aspiration, number of cylinders, number of drive wheels and drive wheel location, modifications within these parameters are unlimited. All body dimensions are to remain unaltered as originally manufactured. Tyre size / wheel combinations are free provided that all wheel assemblies remain within the limits of the standard, unaltered wheel arches.

iii) **Full slick-type competition tyres, including Hoosier tyres, are not permissible. Tyre warmers are disallowed (see Tyre Rule and Instruction point 29d)**

iv) All interior trim: passenger seats, hood lining, dashboard, door trims and Vehicle carpeting must be retained to OEM specification. All body glass is to remain unaltered to original specification.

v) It is recommended that vehicles be fitted with an integral roll cage or equipped with a rollover structure to MSA specification and FIA approved driver harness and race seat. Refer to MSA GCR 239 C & D.
The Scrutineer and/or Technical Consultants' decision will be final in terms of safety to allow the vehicle to compete.
Exemption will only be granted to competitors on completion of an approved indemnity.

vi) Minor aerodynamic aids (limited to alternative front spoiler, side skirts and rear spoiler only) are allowed provided that they remain within the extremities of the standard body in line with C) ii) above. Any type of wing or diffuser is disallowed except where supplied as standard specification and sold as such by the OEM.

vii) **The type of fuel to be utilised is unrestricted apart from the use of Methanol which is disallowed. Use of Nitrous Oxide System (NOS), Water Meth's and or injection or induction of any other substance into the engine or inlet system is NOT permissible**.

viii) Vehicles are to be equipped with towing eyes front and rear. Refer to MSA Circuit Racing SSR 2.10.iii)

D) KING OF THE HILL (Jody Trophy) – SINGLE SEATER, SPORTS CARS, and SPORTS PROTOTYPES:- ALL C Classes

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

The only exception being the respective **naturally aspirated engine classes** whereby injection or induction of any substances into the engine and inlet system is disallowed. **Use of water Meth's and Methanol is NOT permissible.**

14. ENTRIES

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

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

Thereafter the Organiser reserves the right to use What's App and / or SMS (Short Message Service) as a means of communication.

The Request for Invitation process for competitors hoping to be part of the field will open for online registration on 1 October 2026 and close on 1 February 2027 at 12.00. Invited entries will be chosen through the Request for Invitation process by the SHC Selection Committee.

Request for Invitation open:	Competitors wishing to lodge a Request for Invitation with their chosen competition Vehicle are requested to register online at www.speedfestival.co.za. Request for Invitation applications will be duly considered by the Organiser who will then issue a formal invitation to compete to successful applicants.

Registrations received for more than one vehicle in one event by the same driver (CCF or KOH) will result in rejection of vehicle(s) as selected by the Organiser.

Accepted drivers will be invited by means of a formal, system generated email by **14 February 2027.**

Unsuccessful applications /registrations will be informed by a system generated email by no later than **28 February 2027.**

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

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

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

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

Our criteria is based on, but not limited to:

1) How many vehicles have applied for a particular class (we prefer at least three vehicles per class, though this isn't always possible).
2) How many of a particular make, type or model of vehicle is in the class and/or the wider event.
3) Who the driver is and what their racing history looks like.
4) Whether the competitor is a former overall category winner (not class).
5) Whether the vehicle is special in some way.
6) Whether it has genuine spectator appeal.
7) Whether the driver and / or vehicle has been a consistent entrant over a number of years.

Our goal is to put on the best show possible for competitors, spectators, television viewers, sponsors and general public alike.

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

Entry fees as follows:	(Refer to GCR 95)
Entry fee:	• ***Classic Car Friday: All classes – R6 600*** • ***Classic Car Friday: Manufacturer Entries – R12 595*** • ***King of the Hill Shootout: All classes – R 16 500*** • ***King of the Hill Shootout: Manufacturer Entries – R29 700***

Entry fees include MSA levy, timing transponder and **four entry passes** (one competitor and three crew members) and one P1 parking sticker per event for the support vehicle. Competitors requiring extra tickets must purchase pit access tickets via the online ticket booking system. Also see point 28.
Classic Car Friday competitors and support crew will be allowed general and pit entry on Saturday and Sunday with their competitor passes.
King of the Hill competitors and support crew will be allowed general and pit entry to Classic Car Friday with their competitor passes.

Late Request for Invitations received after **31st January 2027 may be accepted** at the discretion of the Organiser until the publication of the **final** entry list.

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

Competitors that are approved will receive a system generated email confirming their invitation and class entered and will be required to make full payment at www.speedfestival.co.za within 48 hours of the email being sent. **Failure to make payment within the stipulated time may result in the entry application being rejected at the discretion of the Organiser. Non-payment after the entry being accepted negatively impacts the chance for others who want to compete from being accepted. Non-payment will influence the Organiser's decision to accept your application to enter in future events.** It is the Competitor's responsibility to make sure that his vehicle is listed in the correct class as intended and as per the class requirement in clause 12.

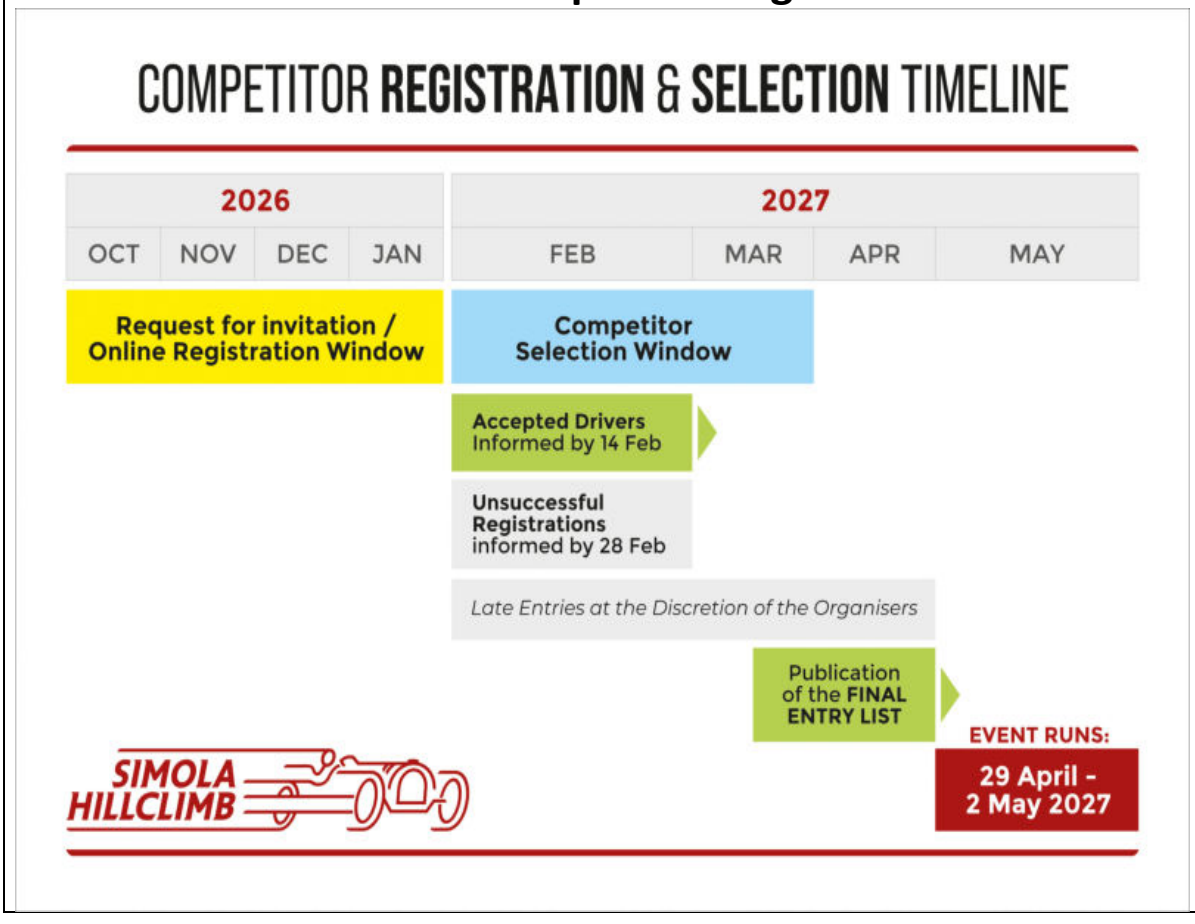
A maximum of 84 entries will be accepted for the **King of the Hill Shootout** and 65 entries for **Classic Car Friday**. These entry numbers may be adjusted at the discretion of the Organiser.

One online entry must be completed for each Vehicle – incomplete documentation will be rejected. No telephonic entries will be accepted. It is the competitor / entrant's sole responsibility to complete the online entry in full.

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

- Sponsors
- Special guest invitees
- Media
- Manufacturer entries

Simola Hillclimb 2027 - Competitor Registration & Selection Timeline



Transfer of a confirmed entry and driver to another person or competitor once the FINAL entry list is published will not be allowed except in special and rare circumstances at the discretion of the Organiser, and in this instance only if the change is in the best overall interest of the event, not to the benefit of any individual competitor and/or team. Any change to the final entry list is therefore subject to the Organiser's discretion.

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

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

Cancellations:

Should a competitor be forced to cancel his / her registration of intent or accepted entry the following will apply:

- If, during the period of the above "request for invitation window" (step one of the Registration process) for any reason, the competitor is no longer in a position to commit to the event, an email notice of cancellation is to be forwarded to entries@speedfestival.co.za immediately this situation presents itself.

- The following cancellation fees will apply:
  Cancellation from 1 October 2026 to 7 February 2027: 50% of entry fee will be forfeited.
  Cancellation after 7 February 2027: 100% of entry fee will be forfeited.
  If an accepted competitor or vehicle cannot compete for any reason after this date **the entry and/or entry fee will not be transferable to a future event or another entrant, competitor or vehicle** and the entry fee will be forfeited accordingly.

Acceptance of Rules:
Every person who participates in the event shall be deemed to be acquainted with these Supplementary Regulations and shall agree to the acceptance of same as published, amended or supplemented, and shall agree to be bound by same.

Bulletins will be posted on the SHC Competitor WhatsApp Noticeboard. Prior to the event they will also be published on the website https://www.speedfestival.co.za

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

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

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

15. EVENT FORMAT

A) CLASSIC CAR FRIDAY

Class H1 will be scored on an index/handicap system to determine the finishing order. The method of scoring will be communicated by means of a Bulletin nearer to the time.

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

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

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

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

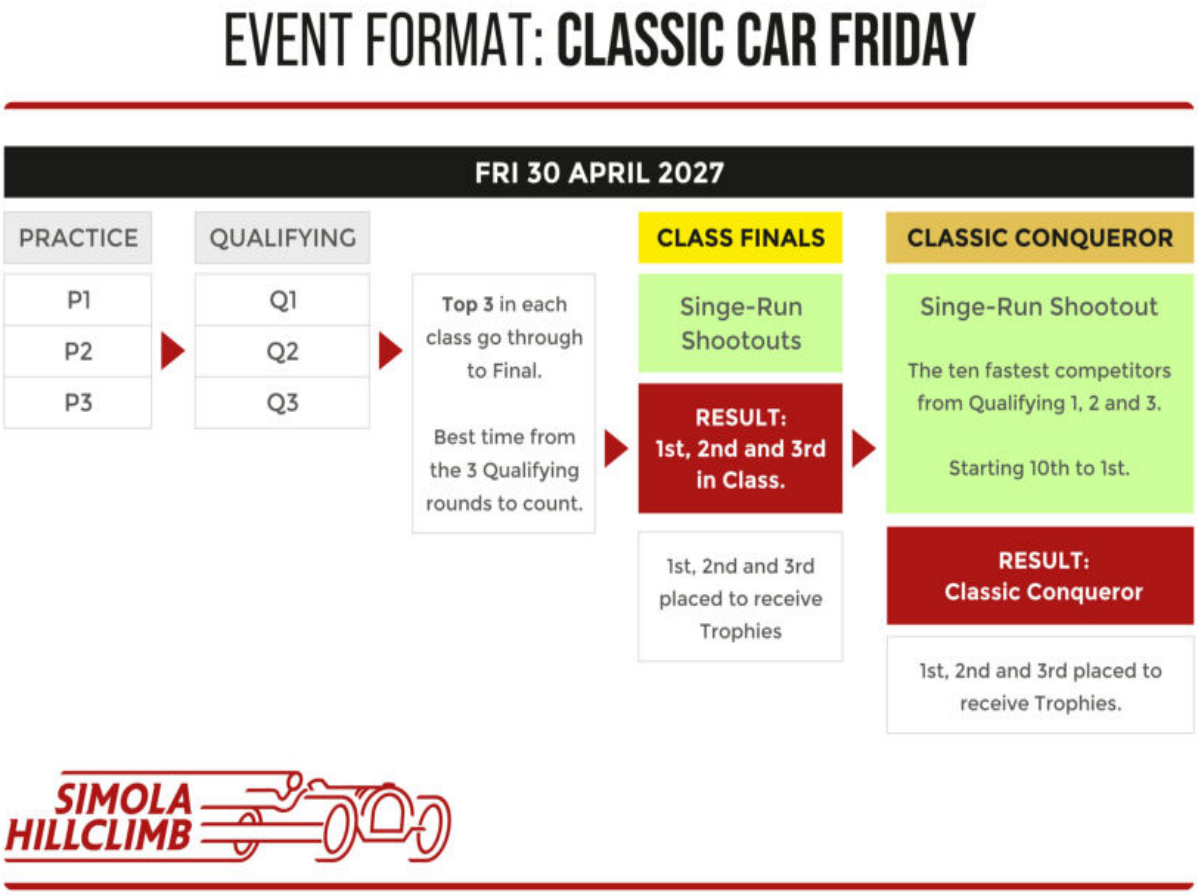
Upon completing their runs, competitors will be required to return to their allocated pits via the Simola Estate access road as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the road and estate. Take note that the speed bumps have been temporarily smoothed out to assist vehicles passing over them. To help maintain their condition during the event, please avoid braking or accelerating while driving over the speed bumps. **Competitors failing to obey the rules of the road will lose their time from the run just completed**. Should the Organiser become aware of the infringement only at a later time it reserves the right to fine the competitor for the offence.

All vehicles competing in CCF (with the exception of classes H9 & H10) are to have a minimum ground clearance of 50mm with the competing driver seated in the driver's seat, as measured on a level plane throughout the underbody and extremities of the vehicle. This may be measured for compliance at scrutineering or any other time at the discretion of the Scrutineer, Ass Scrutineers and /or TC and in consultation of the Clerk of the Course. Vehicles not complying will not pass scrutineering and will not be allowed to compete until rectified. These vehicles will return to their allotted pit via the Simola Estate. The duly submitted self-declaration form (see clause 21) will apply. Refer to SR 12. **Refer to MSA GCR 251**

The Clerk of the Course, in consultation with the Scrutineer, Ass Scrutineers and /or TC, reserves the right to deem vehicles falling outside of classes H9, H10 to be “flatties” at their sole discretion. These vehicles will also be allowed to return to the pits down the hill.

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

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



B) KING OF THE HILL (JODY TROPHIES) - SATURDAY AND SUNDAY:

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

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

Sunday will commence with a warm-up run followed by a further three qualifying runs for all competitors.

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

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

Upon completing their runs, competitors will be required to return to their allocated pits via the Simola Estate access road as directed by the marshals. Competitors are required to adhere to the indicated speed limit of and to respect all rules of the road and estate. Take note that the speed bumps have been temporarily smoothed out to assist vehicles passing over them. To help maintain their condition during the event, please avoid braking or accelerating while driving over the speed bumps. **Competitors failing to obey the rules of the road will lose their time from the run just completed**. Should the Organiser become aware of the infringement only at a later time it reserves the right to fine the competitor for the offence.

All vehicles competing in KOH (with the exception of all class C vehicles) are to have a minimum ground clearance of 50mm with the competing driver seated in the driver's seat, as measured on a level plane throughout the underbody and extremities of the vehicle. This may be measured for compliance at scrutineering or any other time at the discretion of the Clerk of the Course, in consultation with the Scrutineer, Ass Scrutineers and /or TC. Vehicles not complying will not pass scrutineering and will not be allowed to compete until rectified. These vehicles will return to their allotted pit via the Simola Estate. The duly submitted self-declaration form (see clause 21) will apply. Refer to SR 12. **Refer to MSA GCR 251**

The Clerk of the Course, in consultation with the Scrutineer, Ass Scrutineers and /or TC, reserves the right to deem vehicles falling outside of all C-classes to be "flatties" at their sole discretion. These vehicles will also be allowed to return to the pits down the hill.

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

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

TIEBREAKER RULES:

Class Finals:

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

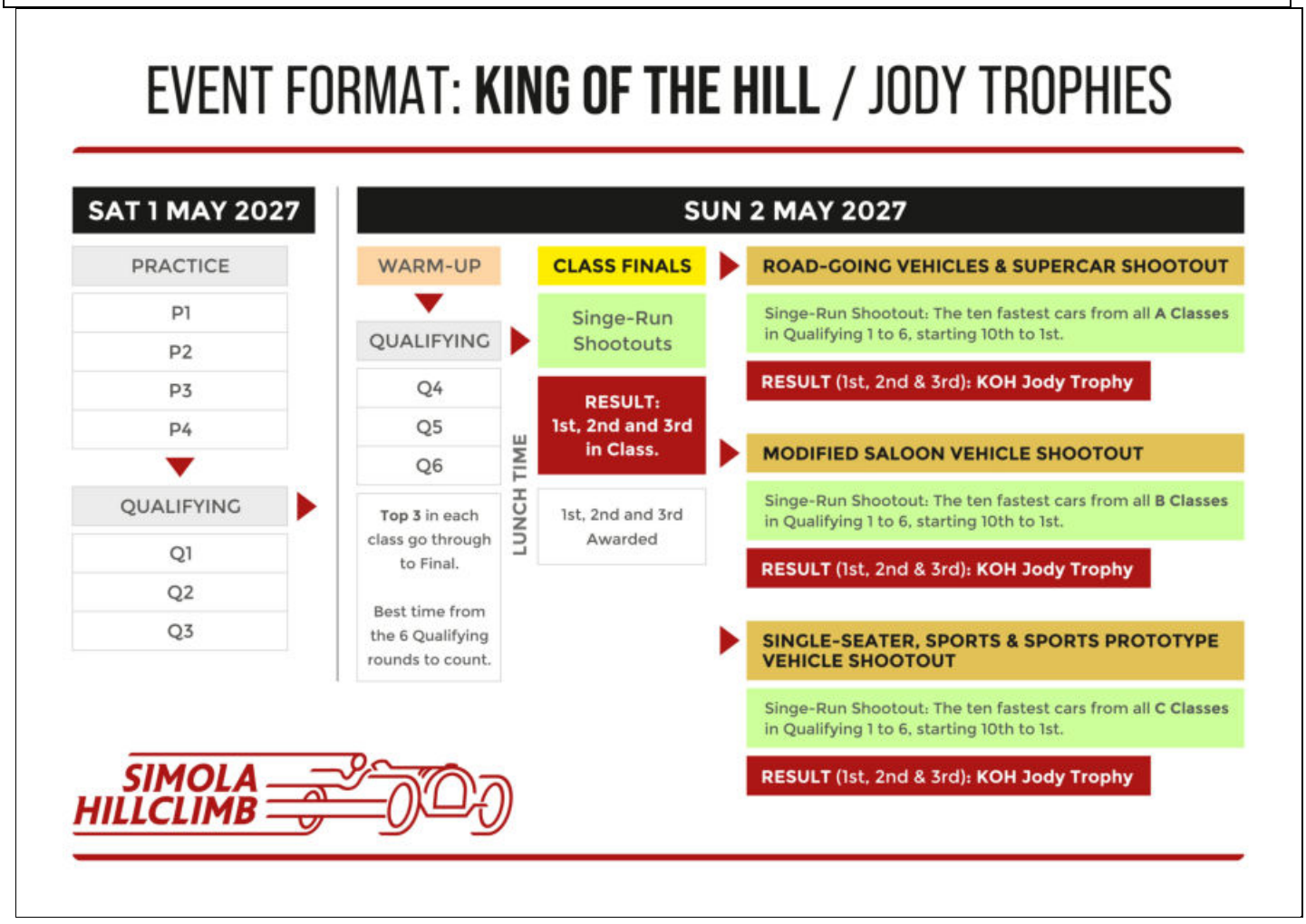
Classic Conqueror and King of the Hill Shootout, Top 10 Qualifying:

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

Classic Conqueror and King of the Hill Shootout:

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

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



16. COMPETITION NUMBERS

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

The Organiser will supply competition numbers to all competitors which will be issued at point of scrutineering.

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

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

All class A competitors will be provided with a class defining “A” decal which is to be affixed to the upper corner of the windscreen on the opposite side of the driving position.

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

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

17. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

Competitors' attention is drawn to MSA Circuit Racing SSRs 17, 46, 48, 49, 50 and 51.

COMPETITORS MAY NOT TAKE PART IN ANY PRACTICE OR HIGH-SPEED RUNS ABOVE THE OFFICIAL SPEED LIMIT ON THE COURSE AT ANY TIME BETWEEN THE END OF THE PREVIOUS EVENT AND THE OFFICIAL START OF THE EVENT.

Judges of Fact

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

Incidents / Retirements

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

Incidents During Practice Sessions

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

Vehicles Abandoned on Circuit

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

Fuel, Oil or Coolant Spillage

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

Course damage

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

Improper Language or Conduct

The success of the event has been built on a relaxed atmosphere and environment which allows all parties involved to enjoy themselves. While we acknowledge that the event has become more competitive over time and will continue to do so, the Organiser remains intent on continuing to keep an atmosphere of fun and camaraderie at all times.

As such any issues, queries or disputes pertaining to the event or entries are to be handled in line with the MSA rule book and in the appropriate spirit of the event. **MSA GCR 172 will be strictly enforced in this regard.**
For the duration of the event, any competitor reported speeding or committing any sort of **misconduct or illegal driving on public roads** (thereby bringing the event into disrepute) **will be fined and / or excluded. This includes driving at illegal speeds on the official track section at any time and in any vehicle other than during official practice, qualifying and race sessions as indicated on the official event schedule. Competitors are to adhere to the Simola Estate speed limits at all times when driving through the estate.**

18. ENVIRONMENTAL

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

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

19. OFFICIAL NOTICE BOARD

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

Physical notice boards have been replaced by WhatsApp Messaging as the official medium to disseminate information to confirmed competitors.

It is a requirement of participation that you sign up (scan barcode on right hand side to sign up or use link below) to the official Simola Hillclimb Notice Board at the earliest opportunity.

Competitor communication covering all aspects of the Hillclimb, both prior to, and during the event will be distributed via this WhatsApp Group Notice Board.

https://chat.whatsapp.com/JM9JB6ZnFO25OBrnv0Bu4L?mode=r_t



20. DOCUMENTATION

Upon acceptance into the event, competitors with an annual competition licence are to electronically forward a copy of their licence (scanned copy or photograph) to the Clerk of the Course and Event Secretary at entries@speedfestival.co.za. One event competition licenses must be forwarded to the Clerk of the Course and Event Secretary as soon as they have been purchased by the competitor at entries@speedfestival.co.za.

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

21. SCRUTINEERING

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

Self-declaration of vehicle safety and eligibility shall apply.

On receipt of the ' ENTRY ACCEPTED' email, the competitor will receive a link to the SELF-DECLARATION scrutineering form. The online form must be completed correctly and in full BY THE COMPETITOR and submitted via the online portal.

Pre-event and Post-event Scrutineering checks may be carried out, if the Clerk of the Course, Stewards and/or Organiser deem same to be necessary.

VEHICLE IMPOUNDING:
The Clerk of the Course, Stewards and/or Organiser reserve the right to impound and examine any vehicle at their discretion for the duration of the event. Competitors will be responsible to provide the necessary tools and manpower accordingly.

22. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as MSA GCR 239:

No competitor will be permitted to practice or race without the correct safety apparel (refer MSA GCR 239 and MSA Circuit Racing SSRs 7 and 46 (iii)).

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

23. DRIVERS BRIEFING

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

There will be a **compulsory** online entrant and driver pre-event information session to highlight important information pertaining to the event. The Organiser will run these sessions on three evenings at least ten (10) days prior to the event. Entrants and drivers are **obliged** to attend one of the three sessions. **Please note** that these sessions do not replace the event drivers' briefings. An in-person **compulsory** drivers briefing will be held at the event as per event schedule.

24. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as MSA GCRs 261 – 265, 267 - 271:

- The starting signal will be given by means of the lowering of the MSA flag.
- Starting positions will be in competition number, descending order unless otherwise instructed by an official or pit marshal.
- Transponders are to be mounted / affixed to Vehicles on the right-hand side.
- A "down arrow" decal will be issued with transponder (see art 30 TIMING) and is to be affixed pointing downwards on the right-hand side of the Vehicle at the lowest point in the vertical plane which corresponds to the actual transponder fixed position.

- At the start line, in readiness and prior to each timed run, a marshal will ensure that the Vehicle is in the required fore & aft position with the "down arrow" directly above and in line with a predefined transponder line located below and before the official start line.
- Vehicles will start at approximately 20 second intervals. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in the pit lane in an orderly fashion. Only "idle" speed will be permitted in the pit lane. Vehicles will be held and released from the pre-start line by means of the organiser's flag. **ONE practice start "burn out" will be allowed at the pre-start line only**. Refer to GCR 121.viii) This rule must be strictly adhered to; offenders will be excluded from further participation in the event.
- Vehicles causing an undue delay by not being ready to enter the pre-start zone at the time the Vehicle ahead has left the start line will be penalised by disallowing the time for that particular run.
- In the Class Finals and Top 10 shootouts Vehicles will start once the preceding Vehicle has crossed the finish line. Competitors will be instructed (beckoned) by a Pit Marshal to join the pre-start queue in an orderly fashion. Competitors need to be ready for this instruction at all times. There will be no minimum time for Vehicle preparation between the class finals and the Top 10 shootout. Should competitors not be ready for either their class or Top 10 Shootout runs they will forfeit the run.
- **In the representation of the event, interest of spectators, media and the continuance and content of TV coverage and live streaming, all competitors are requested to compete in all scheduled competition runs from the first qualifying run onwards.**
- **In the case whereby a competitor (for any reason, mechanical or otherwise) can no longer compete in the event, FOR THE PURPOSE OF SCORING, the competitor must submit a completed Withdrawal form to the Race Secretary at the earliest opportunity following the decision to withdraw. The form will be obtainable at the Race Secretary.**

25. SIGNALLING

Refer to Appendix H

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

26. COMPETITION RUNS

a) **Should a competitor experience or encounter a defect with his/her Vehicle resulting in spillage of oil or fluids onto the circuit, immediate action is to be taken to move off the ideal line and to stop the vehicle at the nearest safe point at the side of the road. Under no circumstance is the Vehicle to be driven further**. (refer to MSA Circuit Racing SSR 50 (iii), (iv) and (v)).

b) **Competitors will be penalised for contact and/or dislodgement of corner apex markers during all practice and qualifying runs. Any transgression may result in the time for that run being disallowed at the discretion of the Clerk of the Course or Stewards.** End of run will be deemed to be when the competitor crosses the finish line.

c) Competitors with Vehicles deemed to be 'Flatties" by the Organisers as described in point 15 **must supply their own specific support crew at the post run holding area at the Simola Hotel entrance.** Under no circumstance will the Track Marshalls be available for assistance other than to coordinate the return run to the pit complex.

d) Should a competitor encounter a red flag/light during his or her competition run through no fault of their own, a re-run may be given at the sole discretion of the CoC**. Vehicles are not allowed to return to their pit unless instructed to do so by the Clerk of the Course. Vehicles may NOT return to their pits to refuel. No tuning or adjustments to the Vehicle will be allowed in pit lane.**

27. REFUELLING

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

Refer to MSA Circuit Racing SSRs 67 – 68 with regard to the fuel permitted.

Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer MSA GCR 241 and MSA Circuit Racing SSRs 68 and 69.

No fuel may be stored in the pits after the race meeting is completed.

FUEL HANDLING:

a) **In the interest of safety and in compliance with FLAMABLE SUBSTANCE HANDLING legislation and procedures ALL bulk fuel brought into the pit/paddock area is to be stored in a designated holding area. For this purpose, a marked, officially controlled, container will be located adjacent to the lower road at the rear of the tented pit complex. Competitors are requested to mark their containers with their respective competition numbers prior to storage.**

b) Vehicles are to be refueled with a limited quantity of fuel and not filled to the brim, therefore reducing the risk of spillage and chances of fire. Competitors will be responsible to call a fire marshal to attend all times during refueling. Bulk fuel is to be held in SABS approved metal containers. **A maximum of 40 liters of fuel may be placed outside and to the rear of the tented pits (2 meters away from the electrical supply bollards) during the actual running of the event only, after which ALL fuel containers must be returned for safe storage.**

c) **refueling of Vehicles is to be performed in the competitor's allotted pit only for the duration of the event. Under no circumstances can Vehicles be refueled on the circuit or at any point on the return loop via the Simola Estate to the pit complex without prior permission of the Clerk of the Course.**

d) **A Fuel Judge of Fact (supported by the pit marshals & observers) will officiate and enforce these procedures. Competitors in breach of a) b) & c) will be immediately disqualified and may not participate further in the event.**

e) Should any competitor or team member be found smoking in any fuel storage area or in the pits the Clerk of the Course will reserve the right to impose a penalty as per MSA GCR177.

28. PIT AREA & SUPPORT LOGISTICS

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

The pit allocations and competition numbers will be as published in the Final Entry List or via bulletin.
Classes will be pitted together, Vehicle numbers will relate to pit allocation and starting order. Teams with multiple class entries requesting to be pitted together or in close proximity will be duly considered with early email application at the discretion of the Organiser. This will not be guaranteed in every case. In the case where a competitor is moved to another class for any reason, the pit allocation, competition number and starting order will remain unchanged.
The Organiser reserves the right to supply pit lane gazebos. In such instance competitors will not be allowed to erect their own gazebos in the pit lane. The Organiser also reserves the right to restrict branded competitors / team gazebos and to allocate the area where individual competitors / team Gazebos are to be placed.
Limited space is available along the embankment opposite the pit lane for competitors wishing to erect gazebos and seating. Allocation of these areas will be on a first-come, first-served basis and will be limited to one (1) 3 m × 3 m gazebo per team until all available space has been allocated.

Classic Car Friday competitors may erect gazebos from 14h30 on Thursday, 29 April 2027. All gazebos must be removed as soon as possible following the conclusion of Classic Car Friday and no later than ninety (90) minutes after the final run.

King of the Hill competitors may erect gazebos from 17h30 on Friday, 30 April 2027.

Competitors are reminded of MSA GCR 123 concerning smoking in prohibited areas

The Organisers will supply a dedicated 15AMP plug point available for each of the 4 Vehicles in each tented pit. Competitors competing with Electric (EV) Vehicles may apply for a 3-phase (32AMP) plug connection. All leads from these plugs must be fully unrolled.

NO INDIVIDUAL GENERATORS WILL BE ALLOWED IN THE PIT PRECINCT.

Electricity supply will be provided to the Pit Complex by means of a generator. Due to noise disturbance to residents in the area the generators will run to limited hours throughout the weekend. These hours are scheduled to be from 06h00 to 21h00 but may be changed at the discretion of the Organiser. Competitors are reminded to provide their own lighting. Competitors are requested to refrain from using noisy equipment or playing loud music before 07h00 and after 19h00.

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

a) Entrants in Classic Car Friday are reminded that they may only access their allocated pits from 14h30 onwards on Thursday 29 April 2027. Classic Vehicle competitors must vacate their pit as soon as possible after the event on Friday afternoon but by no later than 16h30.
b) Entrants in the King of the Hill section of the event are reminded that they may only access their allocated pits from 17h30 onwards on Friday 30 April 2027 due to the Classic Car Friday event finishing at 16h00. Marshals will be on hand to coordinate movements, **nevertheless, maximum co-operation will be required and expected.**
c) Trailers / tow vehicles are to be removed from the pit area immediately after the off-loading operation has been completed and trailers are to be moved to the designated trailer park. The only exception to this rule will be with the permission of the Clerk of the Course.

At the end of the event on Friday and Sunday afternoons the pit lane must be kept clear until the emergency vehicles have left the area. Thereafter, trailers and tow vehicles are given priority to load race vehicles and vacate the pit lane therefore no transporters are allowed into the pit lane until trailers and tow vehicles have cleared the area.
Competitors are urged to respect the above in order to minimise the inconvenience for everyone.

Parking of competition and support vehicles on the lower road directly behind the pit complex is strictly prohibited. This area is to be kept clear for use as an emergency lane in terms of the disaster management plan. Competitors found parking in this area will lose all race times posted for the duration that their vehicles are parked in this restricted area.

Limited parking arrangements:
The online entry system will request the mode of race Vehicle transport you will utilize. From the information provided the organizer will arrange parking as follows:

a) Competitors requiring race transporter (truck or articulated trailer) access and parking below the pits are to notify the Organiser via the online entry system. Parking for such vehicles is limited and will be allocated on a first-come-first served and size of vehicle basis. Interlinks and transporters that cannot fit below the pits will be required to park in an allocated area on the verge of the access road leading to the pits. **No hospitality facilities will be allowed within the transporter parking area. Accepted vehicles will be allocated a defined parking time which must be strictly adhered to in order to prevent traffic congestion for other competitors. Failure to adhere to this allocated time slot will result in your vehicle having to park outside the grounds.**

b) Competitors transporting race Vehicles via Vehicle transporters that require parking offsite will be accommodated at a designated parking area exclusively by means of prior arrangement with the Organiser. Parking for such vehicles is limited and will be allocated on a first-come-first served basis. No arrangements are to be made with any other party to park in this area.

c) Competitors requiring race support vehicles access and parking below the pits are to notify the Organiser via the online entry system. Parking for such vehicles is limited and will be allocated on a first-come-first served and size of vehicle basis. Confirmed vehicles will receive a parking pass valid for either Classic Car Friday or King of the Hill. These will be issued with the competitor race packs at the Welcome Centre. This pass must be affixed to the inside of the vehicle windscreen. Failure to do so will result in the vehicle being towed away.

Due to the very limited space and public safety requirements, no team motorcycles or scooters will be allowed in the pit lane or in front of the tented pit area.

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

29 TYRE RULE AND INSTRUCTION

a) Racing tyres, slicks or semi-slick are permitted for use in classes B, C (KOH) & classes H5, H6, H7, H8 & H9 (CCF) only.

b) All A class, H2, H3 and H4 Vehicles are to be equipped with either DOT, ECE (regulation 30), TICI or CCC homologated and approved commercially available, street legal tyres with their applicable ("E or "DOT" etc.) sidewall markings.

c) Proof of Homologation must be provided to the Organisers prior to the event for tyres that fall in ECE (regulation 30), TICI or CCC category.

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

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

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

e) **TYRE WARMERS, TYRE TREATMENT:**

Tyre warmers are only allowed in classes B1-9 & all C classes with the strict ruling that:

- Vehicles remain in their allocated pit and are not moved to another area to pre-heat the tyres.
- No Vehicle is to be left unattended for the duration of any period of warming.
- Vehicles are not in any way allowed to delay start proceedings.
- Vehicles out of position will miss their turn and forfeit a run.

Vehicles competing in ALL H-classes, A-classes & class B10 may not utilise tyre warmers, tyre covers or any other means of heating the tyres or retaining the heat in the tyres. No pre-treatment of tyres to improve traction such as "Trackbite" or any other chemical compound is permitted at any time.

30. TIMEKEEPING

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

- Timing will be by means of MSA approved transponders which will be allocated and available for collection at MSA Office following the scheduled drivers' briefings for CCF & KOH (Refer to art 24 STARTS).
- ANY COMPETITOR TAKING PART IN OFFICIAL TIMED PRACTICE AND/OR A RACE WITHOUT HIS/HER TRANSPONDER IN POSITION WILL BE DEEMED TO BE A NON-STARTER.
- All transponders to be placed in the correct position.
- Timing transponders are to be returned to the **timekeepers** prior to competitors leaving the Circuit (i.e. within half (1/2) hour of the competitor's last run). Transponders not returned by this time are to be returned by not later than Monday following the race meeting (by courier) to the following address:
  104 Albert Rd, 5th Ave, Walmer, Gqeberha, 6019
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by the timekeepers for the first week or part thereof and R200 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

31. RESULTS & RECORDS

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

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

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

32. PROTESTS / APPEALS / PENALTIES

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

33. PRIZE GIVING

Trophy allocation and awards:

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

- **All Class finals:** P1 -Trophy; P2 -Trophy; P3 -Trophy
- **Classic Conqueror Shootout:** P1- Classic Conqueror Trophy; P2 – Trophy; P3 – Trophy
- **Road Vehicle, SuperCars Shootout:** P1 - King of the Hill (Jody) Trophy; P2 – Trophy; P3 - Trophy
- **Single Seater, Sports Car Shootout**: P1 - King of the Hill (Jody) Trophy; P2 – Trophy; P3 -Trophy
- **Modified Saloon Vehicle Shootout:** P1- King of the Hill (Jody) Trophy; P2 – Trophy; P3 -Trophy
- **KOH, Fastest time recorded from Qualifying runs, class finals or top 10 shootouts:** Fastest Time of Event Trophy

Spirit of Dave Charlton floating trophies

A floating trophy will be awarded to a competitor in each of the Classic Conqueror and King of the Hill events taking the following criteria into account:

The driver or team member who most reflects the Dave Charlton spirit of attention to detail and meticulous persistence across the full spectrum of Vehicle and team preparation leading to produce and deliver commendable performances in competition, or to the competitor or team member showing exceptional spirit and sportsmanship.

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

34. POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organiser reserves 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/Organiser in respect of any loss or damage that he may thereby incur, other than as specified in MSA GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

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

Force Majeure – Refer to MSA GCR 62, 152, 156 and 273

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

35. GENERAL

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

36. MEDIA

Any media representative 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:

- Report at Documentation on arrival to sign on the Media Attendance Register which will be submitted to MSA after the event and;
- Obtain permission from the Clerk of the Course to go out on the track / route during the event.

37. PROGRAMME OF EVENTS

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

SIMOLA HILLCLIMB

Competitor Event Schedule - 2027

This schedule is provisional and subject to change - v1

Thursday 29 April

CLASSIC VEHICLE FRIDAY

Ticket Collection @ Knysna Bowling Club, Cnr Hedge and Rawson Streets, Knysna	07h00 - 18h00
Scrutineering @ Fan Fest, Hedge Street, Knysna	09h00 - 14h30
Vehicle Display @ Fan Fest, Hedge Street, Knysna	09h00 - 14h30
Parade @ Waterfront Drive	14h45 - 15h15
Drivers Briefing @ Pits	17h00 - 17h30

Friday 30 April

CLASSIC VEHICLE FRIDAY

	Start time	End time
Practice 1	08h00	08h50
Practice 2	08h55	09h45
Practice 3	09h55	10h40
Qualifying round 1	10h50	11h35
Qualifying round 2	11h45	12h30
Qualifying round 3	12h40	13h25
Lunch	13h25	14h00
Lunchtime Entertainment		
Class Final	14h05	14h40
Classic Conqueror	14h55	15h05
Prize Giving	15h35	

KING OF THE HILL SHOOTOUT

Ticket Collection @ Knysna Bowling Club, Cnr Hedge and Rawson Streets, Knysna	07h00 - 18h00
Scrutineering @ Fan Fest, Hedge Street, Knysna	08h00 - 14h30
Vehicle Display @ Fan Fest, Hedge Street, Knysna	08h00 - 17h00
Parade @ Waterfront Drive - TBC	17h15 - 17h45

Saturday 1 May

KING OF THE HILL SHOOTOUT

	Start time	End time
Drivers Briefing	08h00	08h30
Practice 1	09h05	09h45
Practice 2	10h05	10h45
Practice 3	11h05	11h45
Practice 4	12h05	12h45
Lunch	13h00	14h00
Lunchtime Entertainment		
Qualifying round 1	14h05	14h45
Qualifying round 2	15h05	15h45
Qualifying round 3	16h05	16h45

Sunday 2 May

KING OF THE HILL SHOOTOUT

	Start time	End time
Morning warm-up	09h05	09h45
Qualifying round 4	10h05	10h45
Qualifying round 5	11h05	11h45
Qualifying round 6	12h05	12h45
Lunch	13h00	14h00
Lunchtime Entertainment		
Class Final	14h05	14h50
Road & SuperCars Shootout	14h55	15h05
Modified Saloon Vehicle Shootout	15h10	15h20
Single Seater & Sports Cars Shootout	15h25	15h35
Prize giving	16h00	