

BURNING RUBBER

VOLUME 5

SOUTH AFRICANS MAKING THEIR MARK

SOUTH AFRICAN ENDURANCE RACING
TALENT IS TAKING ON THE WORLD.

A NEW CHALLENGE AT ALDO SCRIBANTE.

SEASON FINALE AT KYALAMI.

EVERYTHING STILL TO RACE FOR.

MORE THAN JUST THE RACING

THE DRIVERS, TEAMS, FANS AND PEOPLE
BEHIND SOUTH AFRICAN MOTORSPORT.

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FOREWORD FROM ACTING CEO

As we move into the final part of the 2026 season, it is hard not to reflect on just how much we have shared together this year.

We started at Zwartkops Raceway, travelled to Aldo Scribante then Killarney, and now return to Gqeberha for a new two-race endurance format before heading to Kyalami for our season finale.

There have been great battles, memorable victories and plenty of moments that have reminded us why we love this sport. More than anything, though, this season has been about the people.

Our competitors, teams, officials, marshals, volunteers, families and fans are what make this series what it is.

Whether you are behind the wheel, working behind the scenes, standing trackside or following from home, you are part of the SAES community and you make it what it is, so thank you.

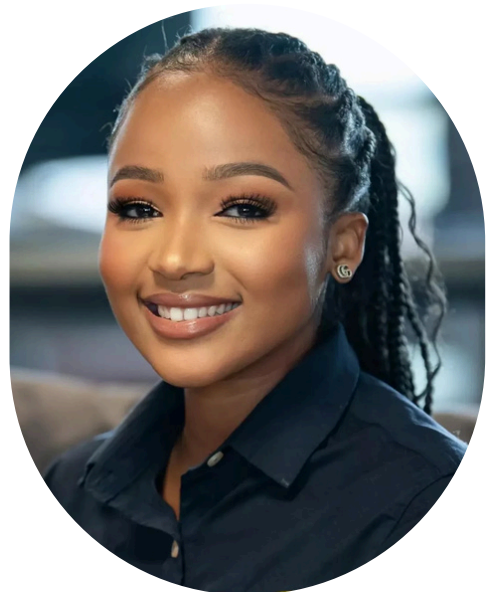
It has been incredibly rewarding to see that community continue to grow. At every circuit, we see more people engaging with the sport, supporting the teams and sharing in the passion that drives South African motorsport forward.

A sincere thank you must also go to our sponsors and partners. Your continued belief and support allow us to keep building the series and creating memorable race weekends across the country.

To everyone who has been part of the journey so far, thank you.

As we head towards Kyalami, we still have plenty of racing ahead of us, and we look forward to finishing the season together.

Liyema



SAES ROUND 3 RECAP

THE 6 HOURS OF KILLARNEY

Round 3 of the South African Endurance Series brought a full weekend of car and motorcycle racing to Killarney International Raceway on 31 July and 1 August 2026.

The programme covered everything from short sprint races to the one-hour endurance contest, GT Cup, Sports & GT, MRSSA motorcycle racing and the weekend's main event, the Six Hours of Killarney.

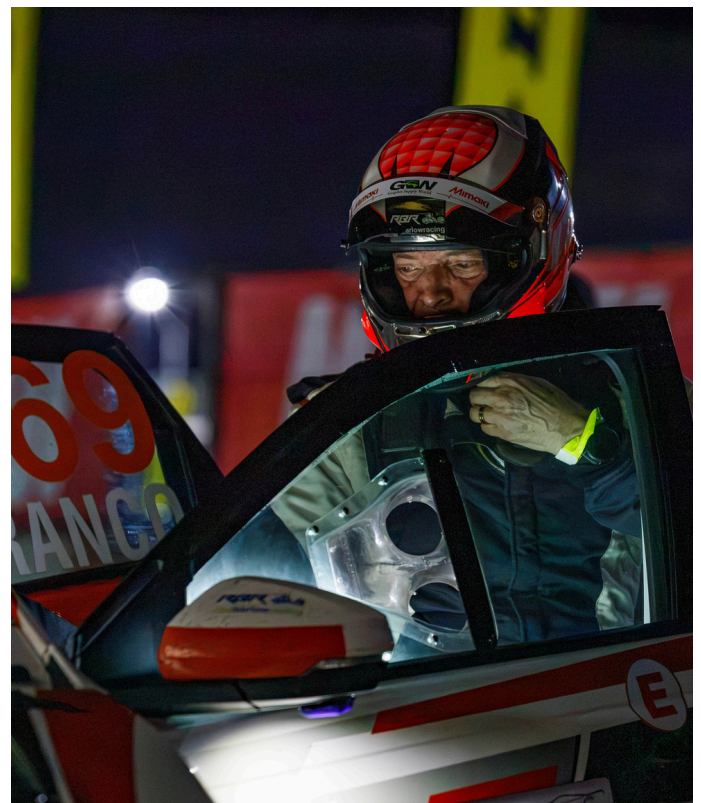
As Saturday moved into the late afternoon, the light began to change, and the six-hour field settled into the part of the race where every decision mattered. Pit stops were no longer only about fuel, tyres and driver changes.

Crews had to react to problems, make repairs and keep their cars moving while the race continued around them.

RICOBARLOWRACING TAKES 1ST AND 3RD IN THE 6 HOURS

RicoBarlowRacing left Killarney with two cars on the overall podium.

The NOVA PROTO NP02 took the overall victory, driven by Charl Michael Visser, Nicholas Adcock and Michael Jensen. The trio worked through traffic, pit stops and the changing conditions to bring the prototype home at the front after six hours of racing.



SAC Commercial Parts finished second with the Porsche 911 GT3 driven by Hein Lategan, Henk Lategan and Giniel de Villiers. With all three drivers bringing extensive experience from rally and rally-raid competition, the team adapted well to the very different demands of circuit endurance racing and remained in the fight throughout the six hours.

RicoBarlowRacing completed the podium with Roberto Franco and David Franco in the Volkswagen Supa Polo. Their race included a lengthy stop while the crew worked through an issue, but the car returned to the circuit and continued to the finish.

It was a strong overall result for RicoBarlowRacing, with the team securing both the victory and third place in the weekend's main event.

TATE BISHOP TAKES THE WIN IN THE ONE-HOUR RACE

The 1 Hour Endurance Race brought its own mix of traffic, pace and strategy.

Tate Bishop took the win in the Praga R1, with Charl Arangies finishing second in the Porsche GT3R 991.2. Daniel Jilesen completed the podium in the IRC GT.

The shorter format gave drivers less time to recover from mistakes or delays, making every lap and every decision in the pits important.

CAMPOS RACING LEADS THE CLASS E RESULTS

The Class E Sprint and Dash ended with a Campos Racing one-two.

Jason Campos claimed the win followed by Tasmin Campos then David Franco who completed the podium all in their Volkswagen Supa Polo.

The category added another close contest to a weekend that gave spectators something different each time the cars went out.

SEPARATE BATTLES IN GT CUP AND SPORTS & GT

GT Cup A was won by Charl Arangies in the Porsche 991 GT3 Cup MR. Wayne Hoffman finished second in the Porsche 992 GT3 Cup, with Ian Howell taking third in the Porsche 911 GT3 Cup Type 992.

In GT Cup B, Mohsin Mia took the win in the Porsche 991.2 GT3 Cup. Sun Moodley finished second in a Porsche 991.2, while Deven Pillay completed the podium in another Porsche 991.2.

The Sports & GT field was led by Gary Kieswetter in the Ginetta G57. Daniel Jilesen finished second in the IRC GT, adding another podium result to his weekend, while Gianni Giannoccaro secured third in the Audi R8 GT3.

The combined grid brought a wide mix of machinery to Killarney, from GT cars and Porsche Cup cars to sports prototypes, each with its own strengths around the circuit.



MRSSA MOTORCYCLES

PUT ON A SHOW AT ROUND 3 IN KILLARNEY



The MRSSA National categories brought another side of the weekend, with close racing across SBK, SBK CHL, 600cc and 1000cc.

Eeden Heyns took the SBK victory, with Malcolm Rapson finishing second and Coenie Botes completing the podium.

In SBK CHL, Wayne Arendse took the win. Shaun Mackrill followed in second, while Lubabalo Ntisana finished third.

The 600cc win went to Troy Harvey Tonking, with Oratilwe Phiri second and Craig Benn third.

Graeme van Breda led the 1000cc results. Ryan Futter finished second, followed by Jordan King in third.

MRSSA Group 2 added two more class battles to the programme.

Bradley Mustoe won SSP300, with Lungisile Tom second and Amohelang Phiri third.

In STC650, Max Munton took the victory. Klint Munton finished second, while Abigail Bosson completed the podium.

Both classes delivered competitive racing and gave the motorcycle fans at Killarney plenty to follow across the weekend.









Praga South Africa was launched in 2016. Whilst the brand immediately gained attention from well known South African drivers, their first real taste of success came in 2017, when Jarrod Waberski finished second in the Mini Rok National Championship, won the Northern Regions Mini Rok Championship and finished second in the Mini Max Northern Regions Championship, in the same year.



The brand achieved their first National title with Jarrod Waberski in 2018 and continued their success with Luke Hill finishing second in the Micro Rok National Challenge Championship and winning the Northern Regions Micro Rok Championship.

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DRIVER: TATE BISHOP

FROM NATIONAL KARTING TITLES AND SUPACUP SUCCESS TO EUROPEAN ENDURANCE RACING AND THE #94 PRAGA R1, TATE BISHOP'S CAREER HAS MOVED QUICKLY THROUGH VERY DIFFERENT FORMS OF MOTORSPORT.



At just 20 years old, Tate Bishop has already built an impressive path through karting, Polo Cup, SupaCup and European prototype racing.

He started karting at around five and went on to win the 2017 Rotax Maxterino title, followed by back-to-back Senior Max championships in 2020 and 2021.

Bishop moved into Volkswagen Polo Cup in 2021 and became a race winner the following season, finishing fifth in the championship. In 2023, he joined ANGRi Racing in GTC SupaCup. A year later he took his first victory at Aldo Scribante, before going on to secure the 2025 South African National SATC SupaCup Championship.

At the same time, Bishop was gaining international experience in the Ultimate Cup European Series, racing a Nova Proto NP02 for CD Sport. One of the highlights came at the 6 Hours of Portimão, where he shared the #30 car with Nick Adcock and Michael Stephen and finished second overall.

In 2026, Bishop took another step with ANGRi Racing's #94 Praga R1, which made its South African competition debut during the SAES weekend at Killarney in August.

From karting titles to national championship success and now prototype racing, Bishop has already covered a lot of ground early in his career.

We are excited to see where he goes next.



RIDER: TROY TONKING

#52 TAKES ON SOUTH AFRICA AND SPAIN

Troy Tonking is becoming a familiar name at the front of South African motorcycle racing, and now the world.

The Pretoria rider, racing as #52, has been a standout competitor in the MRSSA Supersport field during the 2026 season. He opened the year with a clean sweep of the three 600cc races at Zwartkops and followed that with another commanding performance at Aldo Scribante, where he controlled the Supersport class.

At SAES weekends, Tonking competes aboard the KTM RC 8C with KTM Centurion, adding another distinctive machine to the MRSSA grid.

But his 2026 season has extended well beyond South Africa. Tonking has also begun racing in Spain, taking on the ESBK Spanish Superbike Championship. At the Estoril round in June, he competed as #52 in the Stock600 field with IUM Motorsports, gaining experience against a strong international grid and on circuits very different from those he knows at home.

It is an important step for a young rider with ambitions to build an international career. His father, Thomas Tonking, has also been closely involved in that journey, supporting Troy as he moves between his South African programme and opportunities abroad. Earlier this year, the pair spoke publicly about plans to take on Spanish competition, a move that has since become a reality.

For now, South African fans still get to see #52 fighting on the MRSSA grid while he builds valuable experience overseas.

There is a long road between promising young racer and an established international career, but Tonking is already taking those first steps. With strong performances at home and a growing programme abroad, Troy Tonking is certainly one to watch.





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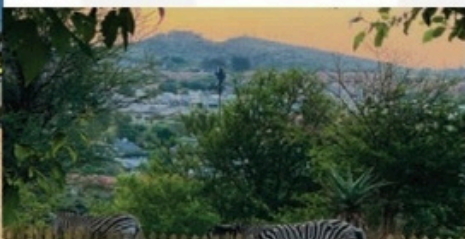
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KYALAMI: BUILT ON HISTORY, READY FOR SAES SEASON FINALE



Kyalami's first race was an endurance race. When the circuit opened on 4 November 1961, John Love and Dawie Gous won the inaugural 9 Hour Endurance in a Porsche 550 Spyder.

Few could have known then just how much racing history would eventually be attached to the circuit in Midrand. More than 60 years later, the connection remains.

On 13 and 14 November, the Southern African Endurance Series returns to Kyalami for the 2026 season finale, and it is a fitting place to finish.

WHERE IT STARTED

The original Kyalami was a 4.104 km clockwise circuit, and endurance racing quickly became an important part of its early years.

The Kyalami 9 Hour drew international teams and drivers to South Africa at a time when the European racing season had slowed for winter. British Ferrari privateer David Piper became closely associated with the race, winning five consecutive editions with different co-drivers between 1962 and 1966.

Then came Formula 1. Kyalami joined the Formula 1 World Championship calendar in 1967 and hosted 18 official Grands Prix between then and 1985.

The list of drivers who raced there reads through several eras of Formula 1: Jim Clark, Jackie Stewart, Jack Brabham, Mario Andretti, Niki Lauda, Gilles Villeneuve, Alain Prost and Nigel Mansell.

For the home crowd, though, 1975 belonged to Jody Scheckter. The South African took victory for Tyrrell in front of his home fans, creating one of Kyalami's most enduring moments.

And Formula 1 was only part of what was happening.

Kyalami also hosted international sportscar racing, 1000 km endurance events and 500cc motorcycle world championship racing. At its busiest, major events drew crowds approaching 100,000.

For South African fans who grew up during that period, seeing the world's best racers at Kyalami was a favourite part of the calendar.



CHANGING WITH THE TIMES

The Kyalami of today is very different from the circuit those drivers knew.

In 1989, part of the original property was sold and the track was reconfigured into a shorter 3.888 km anticlockwise layout. The famous long straight disappeared, although sections of the old circuit, including the run from Sunset towards The Esses, survived.

A further redevelopment followed in the early 1990s, and Formula 1 returned for two final South African Grands Prix in 1992 and 1993. Other international championships followed. World Superbikes raced at Kyalami from 1998 to 2002 before returning in 2009 and 2010, while A1GP visited in 2009.

The next major change came in 2014. With the circuit's future uncertain, Toby Venter purchased Kyalami at auction for R205 million. A large-scale redevelopment began the following year, bringing a complete resurfacing, new pit and paddock facilities, safety upgrades and improved spectator areas.

Today, Kyalami measures 4.522 km and holds FIA Grade 2 status.

BACK TO KYALAMI FOR A GRAND FINALE

Of all the different forms of racing that have visited Kyalami, endurance racing has been part of the circuit from the very beginning.

That history gives the SAES season finale at Kyalami even more significance. Endurance racing asks far more of a team than outright pace. Drivers work through long stints and traffic, crews manage repeated pit stops, strategies change as the race develops, and the circuit itself evolves as afternoon turns to evening.

By the time SAES arrives at Kyalami, there is also an entire season behind every championship fight.

That is what awaits on 13 and 14 November 2026.

The season finale will bring endurance racing back to one of South Africa's most historic circuits, joined by superbikes, sprint racing and a packed line-up of support categories including Lotus Cup, Historics, Clubmans, VW Polo Cup and Silver Cup.

For fans, it means two days of racing and plenty to follow across the programme as the 2026 season reaches its conclusion.

Kyalami has been rebuilt, reconfigured and raced by generations of drivers since John Love and Dawie Gous crossed the line in 1961.

Get your tickets now: Season finale at Kyalami on www.saeseries.com/events



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UNDERSTANDING ENDURANCE RACING IN SOUTH AFRICA

More than just a race — it is a test of speed, strategy, reliability and teamwork.

Endurance racing is one of the most demanding forms of motorsport in South Africa. Unlike a traditional sprint race, where the focus is on outright speed over a short distance, endurance racing challenges teams to keep a car competitive for longer stints.

Drivers, engineers and pit crews all play a critical role. Cars need to be fast, but they also need to be reliable, efficient and consistent. Pit stops, driver changes, tyre management, fuel strategy and traffic can all change the outcome of a race.

One of the great attractions of endurance racing is that different types of cars compete on the same circuit at the same time in different classes.

Class A represents the high-performance end of the South African endurance field. **Class B** brings another level of highly competitive performance to the grid. **Class C** is an important part of the endurance racing environment because it demonstrates that you don't need the most powerful car on the grid to go racing. **Class D** represents another step into accessible, competitive endurance racing. **Class E** is an important part of building the future of South African endurance racing.

Look out for our Tyro Cup for 2027 catering for 15 to 17 Year Olds



CLASS A – SPORTS RACING

Class A is home to some of the fastest and most varied machinery on the SA Endurance grid.

The class includes GT3 cars, prototypes and other high-performance sports racing cars, with examples including the Lamborghini Huracán GT3 Evo, Nova Proto NP02 and Shelby Can-Am Sport Prototype.

That mix of machinery is part of what makes Class A so interesting, with very different cars competing for the same class honours.

CLASS C – SALOON & TOURING

Class C is for saloon and touring cars between 1400cc and 3200cc.

These cars bring more production-based machinery into the endurance field, creating a different kind of class battle alongside the GT cars and prototypes.

CLASS D – PRODUCTION SPORTS CARS

Class D is for production sports cars between 2000cc and 3999cc.

One of the most recognisable examples is the Backdraft Roadster, bringing V8 power and a very different look and sound to the grid.

CLASS B – GT4 & SALOON

Class B caters for GT4 and larger production-based saloon machinery.

It gives these cars their own class within the endurance field, with machinery such as the Porsche 991.2 appearing in the category.



CLASS E – SUPACUP

Class E is a dedicated category for Volkswagen SupaCup and Toyota Starlet competition cars.

These cars race within their own class while sharing the circuit with the rest of the endurance field.

MEET THE MRSSA CLASSES

Motorcycle Racing Series South Africa brings four different classes to SAES race weekends, creating a pathway from developing riders through to national-level superbike racing.

Each category has its own machinery, experience level and purpose. You can see these bikes racing at the season finale at Kyalami.

NATIONAL SUPERBIKE

The fastest class on the MRSSA grid. Open to experienced riders aged 18 and older, National Superbike features high-performance machines including four-cylinder bikes up to 1000cc, V4s up to 1103cc and two-cylinder motorcycles up to 1300cc.

PRODUCTION CUP

Production Cup keeps the motorcycles closer to their road-going specification.

Machines such as the Yamaha R7, Kawasaki Ninja 650, Suzuki GSX-8R and Honda CBR650R compete under tighter technical regulations, putting more emphasis on rider ability.

SUPERSPORT

A National Challenge for riders aged 16 and older. Supersport uses middleweight machinery such as the Yamaha R6, Kawasaki ZX-6R, Honda CBR600RR and Ducati Panigale V2, producing close racing with plenty of performance.

SUB 500

The development class of the MRSSA structure.

Riders can compete from the year they turn 13 on motorcycles of 500cc or less, giving younger competitors an opportunity to build race experience before moving into faster categories.



WHAT TO EXPECT AT THE KYALAMI FINALE

SUPPORT CLASSES PUTTING ON A SHOW

VW POLO CUP

If you want to understand South African circuit racing, you cannot overlook the Volkswagen Polo Cup series.

For years, Polo Cup has been one of the country's most competitive and closely watched one-make racing categories — a championship where the cars are closely matched and the driver has nowhere to hide.

Just race-prepared Volkswagen Polos, talented drivers and the determination to be the first across the finish line.

Because the cars are built to a controlled specification, competitors cannot simply rely on having a faster engine or an unlimited technical advantage. That puts the spotlight where it belongs: Driver Skill

Polo Cup brings together people, technology, competition and passion



CLUBMANS

If you like variety, make time for Clubmans.

Clubmans racing has a long history in South African motorsport and is built around giving a wide range of competitors somewhere to race.

The result is a grid where cars with very different shapes, engines and strengths can all find their own battles.

The Clubmans Racing Association itself traces almost six decades of club racing.

Recent 2026 fields have included everything from BMWs and Hondas to Mazdas, Subarus and lightweight sports cars.

That means the overall leader is only part of what is happening.

Look further down the field and there are races within the race, with drivers fighting for class positions against the cars closest to them in performance.

It is busy, unpredictable and exactly the kind of racing where there is almost always something happening somewhere on the circuit.



LOTUS CUP

Few cars show the value of keeping things light quite like a Lotus.

The South African Lotus Challenge dates back to 1996 and has developed into a regular part of the local racing scene, bringing together Lotus and Lotus-inspired machinery built around the same basic philosophy: low weight, agility and simple, effective performance.

That combination makes them particularly entertaining around a circuit like Kyalami.

Rather than relying purely on outright horsepower, these cars come alive through the corners. Expect drivers to carry speed, use every bit of the circuit and fight closely for position.

The category has also built a reputation for strong grids and tight competition, so do not be surprised to see several cars arriving at the same corner with very different ideas about who should get there first.



HISTORIC RACING

Kyalami and historic racing belong together.

The circuit has hosted generations of South African racing machinery, so seeing historic cars return during the SAES season finale adds another layer to the weekend.

Historic Racing South Africa, formerly known as the Historic Racing Car Register of South Africa, has been keeping classic racing machinery active since 1973. The club brings together cars from different eras, including historic saloons, production cars, sports cars and GT machinery, giving fans the chance to see them doing what they were built to do: race.

For long-time motorsport fans, some of these cars will bring back memories. For younger spectators, it is a chance to see machinery they may only know from old photographs, videos or stories actually competing on track.

Expect very different shapes, sounds and styles of racing from the modern machinery elsewhere on the programme.

Historic racing is not simply about preserving the past. It is about keeping it moving.

Catch Historic Racing South Africa as part of the SAES season finale at Kyalami on 13 and 14 November.



SILVER CUP

Silver Cup might have one of the most varied grids you will see all weekend.

The championship divides competitors into classes according to factors including engine capacity and chassis type, allowing everything from smaller saloon cars to turbocharged machinery and purpose-built spaceframe racers to compete. The 2026 regulations include Classes A through D, additional spaceframe classes and provision for special-event entries.

And the entry lists show just how varied that can become.

During 2026, Silver Cup grids have featured VW Golf Mk1s, Polos, a Beetle, Honda Civic, Ford Fiesta, Toyota Sprinter, Mazda 323 and RX-7, BMW machinery and spaceframe cars such as the Opel Tigra.

For spectators, that variety is half the fun. Different cars make their speed in different places, which creates interesting battles and plenty of traffic as the races develop.

You genuinely have to look around the grid because there is always another car worth noticing.

Fun fact: the membership fee to join the Silver Cup series is 10 push ups!



AFRICA
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The Future of Motorsport Starts Here

The **Africa Race Together Foundation** is the innovative creation of visionary entrepreneur Xolile Letlaka, whose guiding philosophy, “**we lift as we rise,**” reflects a deep commitment to fostering the growth of the sport. His aim is to transform it into an inclusive industry that embraces the entirety of Africa.

The objective is to identify learners as early as Grade Eight who demonstrate exceptional skills in Mathematics and Science, along with a strong passion for pursuing a career in the motorsport industry. We aim to financially support these individuals throughout their tertiary education, nurturing them into the next generation of engineers and technicians.

To establish a platform that sparks interest in motorsport, a dedicated team is essential. This team should include graphic artists to craft captivating artwork for promoting upcoming events, camera operators to broadcast races, lighting and sound engineers for studio production, as well as journalists and photographers to cover the races. All of these roles qualify for ART support.



SAES meets the fans at Festival of Motoring

SAES swapped the race paddock for the Festival of Motoring in August, giving fans a closer look at the championship and an early taste of what is coming when the series returns to Kyalami in November.



A race car will usually get people to stop. At the Festival of Motoring in August, that was often all it took.

The South African Endurance Series joined one of the country's biggest motoring events at Kyalami Grand Prix Circuit, giving the team a rare opportunity to meet motorsport fans away from the pressure and pace of a race weekend.

Across the event, people stopped at the SAES stand to take photos, ask questions and find out what endurance racing in South Africa actually looks like.

Some were already regular followers of the championship. Others recognised the cars or had seen SAES online, but had never made it to a round.

Then there were those who simply spotted a race car on display and wanted to know more.

The questions quickly followed... How long is an endurance race? What cars compete? How close can spectators get to the teams? What happens during a pit stop? And, with Kyalami already on the horizon, what exactly can fans expect from the Nine Hour in November?

Those conversations were one of the most valuable parts of the weekend.

Race meetings are busy places. Drivers are preparing, teams are working and spectators are usually following the action around the circuit. Festival of Motoring gave SAES a different setting in which to talk properly about the championship and the kind of racing it offers.

It also gave people who may never have attended an endurance event a simple way in.

You do not need to know every driver, class or regulation before coming to a race. Plenty of fans start because they saw a car they liked, followed a driver online or decided to attend one weekend and see what it was all about.

Festival of Motoring created plenty of those introductions, and the timing was also perfect as the 2026 season is now heading towards its final stretch, with the championship returning to Kyalami on 13 and 14 November for the Nine Hour season finale.



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JARROD WABERSKI

SECURES SILVER-AM TITLE AND FULLY FUNDED SPA 24 DRIVE FOLLOWING AN EPIC 2026 BRITISH GT SEASON

Jarrold Waberski's first British GT season delivered a Silver-Am title, an outright victory at Spa and a fully funded return to the 24 Hours of Spa in 2027.

The South African joined Barwell Motorsport alongside Alex Martin in the #78 Lamborghini Huracán GT3 EVO2, following a strong 2025 season that included the GT World Challenge Europe Endurance Cup Silver title.

Their breakthrough came at Spa-Francorchamps in June, where Waberski and Martin took an outright British GT victory, beating the full GT3 field and putting themselves firmly into the championship fight.

By the finale at Brands Hatch, they were still chasing both the overall title and Silver-Am honours. The outright championship ultimately went elsewhere, but fourth overall was enough for Waberski and Martin to secure the 2026 British GT Silver-Am Championship.

There was also another result to celebrate: his speed and consistency across the season earned him the British GT SRO GT Academy title, edging Charles Clark by just two points.

The prize is a fully funded drive in the 2027 CrowdStrike 24 Hours of Spa, where Waberski will join Academy winners from other SRO series in a Mercedes-AMG GT3 run by Team Motopark.

It means a return to the circuit where he scored his biggest British GT result of the year, this time for one of international GT racing's biggest endurance events.

A class championship, an outright British GT victory and a 24 Hours of Spa drive made for quite a debut season. For Waberski, 2026 did more than deliver silverware. It opened the door to what comes next.



INTERNATIONAL PODIUMS FOR SA'S ENDURANCE DRIVERS

From the Nürburgring and Imola to Spa and Indianapolis, South African drivers have delivered a strong run of victories and podiums across international GT and endurance racing recently.

At the Nürburgring from 28–30 August, Kelvin van der Linde and Jordan Pepper finished P2 overall in the GT World Challenge Europe Endurance Cup with Team WRT.

On the same weekend, Anthony Pretorius continued his strong Lamborghini Super Trofeo Europe campaign with another P2 in Pro-Am.



A week later, South Africans were back on the podium at Imola.

Andrew Rackstraw took the GT3 Pro-Am victory and P2 overall in the Italian GT Endurance Championship, while David Perel finished directly behind him in P3 overall and P2 in Pro-Am. Perel also put in a strong qualifying performance, helping secure pole for the three-hour race.

Over the same 4–6 September weekend, Leyton Fourie was winning in Austria. Fourie and Tim Zimmermann took Race 1 victory in the ADAC GT Masters at the Salzburgring before following it with P4 in Race 2.

The Nürburgring Nordschleife then delivered another South African highlight during the 12–13 September NLS double-header.

Jordan Pepper won the opening four-hour race in a BMW M4 GT3 EVO after a finish decided by just 0.308 seconds. Jonathan Mogotsi also added another strong result with P2 in his class.

At Spa-Francorchamps the following weekend, Nick Adcock continued the podium run with P2 in the AM class of the European Endurance Prototype Cup.

Then came Indianapolis. On 20 September, Sheldon van der Linde delivered the #24 BMW M Hybrid V8 its first victory of the IMSA season. With less than six minutes remaining, he passed Earl Bamber for the lead and went on to win the Battle on the Bricks, securing his first overall IMSA and GTP victory and BMW M Team WRT's first IMSA win.

Different championships, cars and circuits, but one very good stretch for South African motorsport. And with more international racing still to come in 2026, there are plenty more South African names worth keeping an eye on.



MIKAEEL PITAMBER

FROM NINE HOUR WINNER TO THE ROAD TO LE MANS

At 22, Mikaeel Pitamber has already built a career stretching from South African karting and GT racing to some of Europe's biggest circuits.

The Johannesburg-born racer moved into European competition in 2022 before joining SPS automotive performance in the International GT Open in 2023. His rookie GT3 season delivered two outright victories, at Monza and the Barcelona finale, establishing Pitamber as another South African making progress internationally.

A WIN AT HOME

One of his biggest endurance results came back in South Africa when Pitamber joined Xolile Letlaka and Stuart White in the Into Africa Lamborghini Huracán GT3 for the 2024 Kyalami Nine Hour.

The trio took overall victory, with the result also helping Letlaka and White secure the South African National Endurance Championship.



THE MOVE TO LMP3

In 2026, Pitamber swapped GT3 machinery for prototypes, joining Nielsen Racing in the Michelin Le Mans Cup.

Sharing the #4 LMP3 entry with Jules Caranta, he has competed across the European calendar, including the Road to Le Mans during the 24 Hours of Le Mans week, Spa-Francorchamps and Silverstone.

The move adds another form of racing to an already varied CV and gives Pitamber valuable experience in the highly competitive world of European prototype racing.

From winning the Nine Hour at Kyalami to racing an LMP3 car at Le Mans, his career continues to move forward on both the South African and international stage. We are excited to see where Mikaeel goes next.

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TEAM FEATURE - SAMLIN RACING

Some teams just arrive at the track to race, but Samlin Racing has built an entire experience around it.

Over the last few seasons, Samlin Racing has become one of the most recognisable teams in the South African endurance racing paddock. Part of that comes down to the machinery. Lamborghini Super Trofeo cars, GT3 race cars, the iconic Liqui Moly AMG GT3, and the unmistakable Dragon Energy car naturally draw attention wherever they go.

But what really makes the team stand out is the atmosphere they have created around those cars.

At SAES, Samlin Racing brings a different kind of energy to the paddock. The team is competitive when the helmets go on, but still deeply connected to the experience side of motorsport. They understand that racing can feel distant from the outside, and their whole approach is built around bringing people closer to it.

Alongside competing at circuits all over South Africa, Samlin Racing also creates high-performance driving experiences for enthusiasts, guests, and corporate groups. From passenger hot laps to full-track experiences, the goal remains the same: to make motorsport feel real, accessible, and unforgettable for the people who love it.

That balance between professionalism and accessibility is a big part of why the team has built such a strong presence locally: yes, the cars matter, and the results matter. But so do the people standing in the pitlane seeing a GT3 car up close for the first time, or the guests climbing out of a hot lap, still trying to catch their breath.

As South African endurance racing continues to grow, Samlin Racing represents a modern side of the sport, with serious machinery, a strong visual identity, real fan engagement, and a genuine passion for sharing the racing experience with more people.





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TWO RACES, ONE VERY DIFFERENT CHALLENGE

SAES SWITCHES THINGS UP AT ALDO SCRIBANTE

The South African Endurance Series is changing things up for the penultimate round of the 2026 season.

On Saturday, 3 October, Aldo Scribante will host two separate 70-minute endurance races, giving teams two chances to score, two qualifying sessions to get right and very little room for error.

Here's how the weekend will work:

- Two separate 70-minute endurance races
- Two qualifying sessions, with each setting the grid for its respective race
- One tyre set per race, used for both qualifying and the race
- A compulsory pit stop in each race
- Driver changes and fuel top-ups where applicable
- The top three from Race 1 carry a success handicap time into Race 2

The shorter race distance does not remove the endurance element. Teams will still need to manage tyres, traffic, pit stops and strategy, but everything happens much faster.

A slow stop, poor opening lap or penalty will be harder to recover from when there are only 70 minutes available. The tyre rule adds another consideration as drivers need qualifying pace, but the same set still has to carry them through the race.

Race 1 will also have a direct effect on what happens later in the day. The top three finishers will take success time penalty into Race 2, giving the second race a different dynamic and another opportunity for the order to change.

For fans, it means two complete SAES races in one day, with two starts, two pit-stop battles and two finishes, and with Aldo Scribante marking the second-last round before the Season Finale at Kyalami on 13 and 14 November, every point matters.





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MSA TAKES MARSHAL TRAINING NATIONWIDE

In 2026, Motorsport South Africa has placed renewed focus on developing the marshals and officials who keep race weekends running safely.

Through its National Motorsport Marshal Safety Training and Competency Development Programme, supported by the FIA Motorsport Funding Programme, MSA has taken structured training to circuits and regions across South Africa.

The programme covers:

- Flag procedures
- Radio communication
- Incident response
- Safety Car procedures
- Fire response
- Working with Race Control



Practical simulations also give participants experience in roles such as Flag Marshal, Incident Marshal, Post Chief and Race Control.

For those outside the areas hosting in-person training, MSA also offers free webinars, making the programme accessible to more people around the country.

Motorsport enthusiasts aged 16 and older can begin the process of becoming marshals, while experienced officials can continue developing through the programme.

MSA is also working towards a national database of trained and certified marshals, supported by a Train the Trainer approach to help grow knowledge within each region.

The aim is simple: build a stronger, better-prepared national marshal network for South African motorsport. Learn more at www.motorsport.co.za.

MORE THAN A RACE

THE SAES FAN EXPERIENCE

There is a point at an SAES weekend where you stop feeling like you are simply watching motorsport and start feeling part of it.

It might be walking through the paddock, seeing the cars and bikes up close or standing on the grid before the start.

That access is a big part of the SAES experience.

GET CLOSER

Fans can explore the paddock, meet drivers and teams and get a closer look at what happens behind the scenes.

At selected rounds, grid walks bring spectators even closer to the build-up before the racing begins.

For first-time fans especially, it changes the way you see the sport. You notice the crews working, the pit activity and everything happening around the racing itself.

MORE THAN ONE KIND OF ACTION

Once the track goes live, there is plenty to follow.

Endurance racing brings strategy, pit stops, driver changes and battles across different classes, while SAES weekends also feature MRSSA motorcycles and other support categories depending on the event.



AWAY FROM THE TRACK

Food vendors, merchandise, exhibitors, fan areas, music and family activities give spectators something to do between sessions too.

It makes the weekend easy to enjoy whether you follow every result or simply came to experience motorsport in person.

Because racing feels different trackside. You hear it, feel it and get close enough to see the people behind it.



FROM THE CLASSROOM TO THE RACING CIRCUIT

SAES IS BRINGING THE NEXT GENERATION TRACKSIDE

For SAES, a race weekend is also an opportunity to introduce young people to everything that happens beyond the racing itself.

At Killarney International Raceway where we hosted Round 3, learners from Parklands College, Sinenjongo Secondary School and Inkwenkwezi High School were welcomed into the paddock to experience motorsport up close.

They had the chance to speak to drivers, teams and officials, see how a race weekend operates behind the scenes and learn about the many different roles that keep the event running.

Because motorsport careers do not begin and end with driving.

Engineering, mechanics, race control, media, safety, logistics and event operations all form part of the sport, and seeing those roles in action can open up possibilities learners may never have considered before.

Wherever SAES races, the aim is to create more of these opportunities and connect the championship with the communities it visits.

Sometimes all it takes is one race weekend to spark a new interest, career idea or passion for motorsport.

Bergsig Special School will also be joining us at Aldo Scribante on Saturday 3 October, where learners will be showcasing their skills through live demonstrations of their work in motor mechanics and other technical trades.

Come meet the learners, see their skills in action and show your support for the next generation of motorsport talent!





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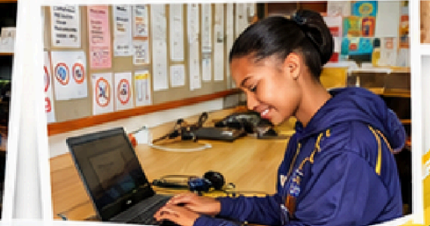
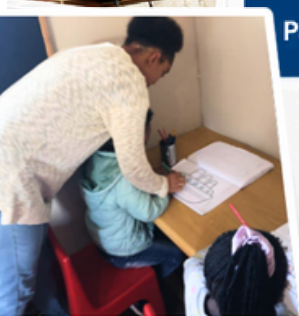
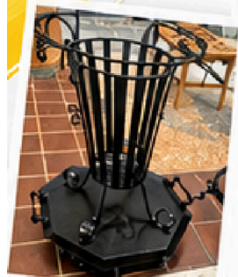
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BUILDING A BIGGER PLACE FOR **WOMEN** IN MOTORSPORT

Women are no longer a rare sight in motorsport.

Across racing, engineering, mechanics, team management, media, officiating and event operations, more women are finding their place in the sport and building careers around it. That matters because visibility changes what feels possible.

A young girl who sees a woman racing, running a team or working in Race Control does not have to imagine whether there is space for her. She can see that there is.

Motorsport also offers an unusually broad range of ways to get involved. Success depends on skill, concentration, decision-making, teamwork and consistency under pressure, whether that happens behind the wheel, in the pits or behind the scenes.

There is still work to do. Access to funding, development opportunities, mentorship and meaningful support can make a major difference to whether talented women stay in the sport and progress through it.

The responsibility therefore sits across the wider industry: teams, sponsors, governing bodies, organisers and existing competitors all have a role to play in creating clearer pathways.

What matters most is that women are not waiting for motorsport to change around them.

They are already racing, engineering, managing, organising and helping shape where the sport goes next.

The more visible those women become, the easier it becomes for the next generation to see themselves there too.

“The goal is not simply to see more women in motorsport. It is to make sure they have real opportunities to stay, grow and lead.”





Taylor Hill: raising awareness & improving access in motorsport

September marked Charcot-Marie-Tooth disease Awareness Month, and Taylor Hill, Disability & Accessibility Officer for SAES, used her social platforms to share a more personal look at a condition that forms part of her everyday life.

Charcot-Marie-Tooth disease, or CMT, is an inherited neurological condition affecting the peripheral nerves. It can cause muscle weakness, reduced sensation and difficulties with balance, mobility and fine motor skills, although symptoms vary from person to person.

For Taylor, the impact is significant. She has very little feeling in her feet, cannot walk independently and needs assistance with several everyday activities.

But that is only one part of her life. Taylor is also a motorsport fan, sim racer and active member of the racing community. During September, she spoke openly about the gap between what people see and what living with CMT can actually involve.

She challenged the assumption that smiling or staying positive means things are easy, as well as misconceptions such as CMT only affecting the feet. The condition can also affect the hands, arms, balance, sensation and motor skills.

That awareness work also carries into her role at SAES. Taylor leads initiatives focused on physical access, trackside support, competitor accommodations and policy development, helping make motorsport more accessible for competitors, team members and spectators.

By sharing her own experience, she is also helping teams and organisers better understand both visible and invisible disabilities, and the practical changes that can make participation easier.

For Taylor, speaking about CMT is not only about explaining the condition. It is also about helping create a motorsport community where more people can take part.

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