



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	<i>Killarney Short Circuit 8 Hour Motorcycle Race</i>						
DATE OF EVENT:	<i>15 & 16 December 2023</i>						
STATUS OF EVENT:	Please indicate below:						
INVITATIONAL		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	<i>Formula K Circuit Killarney International Raceway</i>						
GPS CO-ORDINATES:	<i>Latitude: 33,8253. Longitude: 18,5296</i>						
DIRECTIONS:	<i>Potsdam Road, Killarney Gardens</i>						

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	<i>Western Province Motor Club – Short Circuit 8 Hour Committee</i>
NAME OF CONTACT PERSON:	<i>Andrew Hutchings</i>
CONTACT NUMBER:	<i>082 775 0966</i>
EMAIL ADDRESS:	<i>scr.killarney@gmail.com</i>
ORGANISERS NAME:	<i>Western Province Motor Club – Short Circuit</i>
ORGANISERS ADDRESS:	<i>6 Potsdam Road, Killarney Gardens</i>
NAME OF CONTACT PERSON:	<i>Janice Linaker</i>
CONTACT NUMBER:	<i>083 235 3476</i>
EMAIL ADDRESS:	<i>janicelinaker@gmail.com</i>

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), and these Supplementary Regulations (SR's) as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2023 category regulations.
- Any other relevant MSA Circulars of 2023, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17485	Permit issued (date):	3 November 2023
Please note that the MSA Flag will be prominently displayed at: <i>At the start / finish line</i>		

5. ELIGIBILITY OF COMPETITORS

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

Competitors must refer to SSR 1 – 83 of the MSA Hand Book. The Hand Book contains the Regulations and Specifications pertaining to Cars & Motorcycles participating in Regional and Club Championship events. Competitors must also refer to any restricted circular pertaining to their category. Competitors must also refer to the Regional and Club Championship regulations issued by the Western Province MSA Regional Office and by the Western Province Motor Club.

The age of the rider is determined as at 01 January of the calendar year.

The endurance race shall be open to riders 13 years and older. Riders between the ages of 11 and 13 may enter at the discretion of the Organizers, provided that the competitor has a minimum of 2 years proven race experience in the junior or similar classes.

All new riders that haven't competed before or does slower than 58 second lap times or at the discretion of the CofC or Organizers, need to wear a reflective vest over their leathers.

No competitor may aggressively over take or force the competitor wearing a reflective vest to have to "sit up" in a corner. Competitor(s) being reported as doing this will be subject to a penalty being imposed by the Clerk of the Course.

6. INJURY REGISTER

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

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

Refer to Appendix L - Article 2.9

7. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51.

Any competitor consistently using the verges will be guilty of unsafe driving (refer SSR's 17, 50 and 51) and will be penalised accordingly in terms of GCR 157. Judges of Fact / Observers may be appointed in terms of GCR 161, their names will be listed either in the Final Instructions or by a Competitors' Bulletin. Their duties will be to report on cutting of corners, persistent off-circuit behaviour and / or poor driving standards. Competitors reported in this respect, who having being signalled in terms of Appendix "H", Article 6, continue to disregard safe driving conduct may be black flagged. Any competitor disregarding the black flag will be excluded from the race.

8. 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 (motorcycles or cars) is allowed by the organizers.
- For Motorcycle's the whole area underneath the engine, 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 must be available at a designated point within the DSP (Designated Service Point). 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.

9. COMPETITION LICENCES

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

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. Licences can be checked electronically prior to the event using MSA's platforms.

The minimum licence requirement for this event is a **MSA Club licence valid for Circuit Motorcycles** or a **MSA One Event Club licence valid for Circuit Motorcycles**.

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

Anyone outside of the borders of South Africa is seen as a foreign competitor and one of the following would apply **For Overseas Competitors who hold a licence with a FIA federation the following is required:**

- A start permission letter from his/her federation giving him/her permission to compete in this specific event.
- A copy of his/her overseas licence.
- Proof of sufficient insurance for 2023 which must include repatriation.
- Copy of his/her passport.

For Overseas Competitors who do NOT hold a licence with a FIA federation the following is required:

- A release letter from the ASN in the country they are from stating that they don't hold a licence with them and that they can take out a licence with Motorsport South Africa.
- A copy of his/her passport.

The competitor would need to take out a one event licence with Motorsport South Africa – contact lizelle@motorsport.co.za and Provide proof of sufficient insurance for 2023, which must include repatriation.

All new riders that haven't competed before or does slower than 58 second lap times or at the discretion of the CofC or Organizers, need to wear a reflective vest over their leathers.

10. 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.

Refer to Standing Supplementary Regulations, as well as GCR 22 and 114.

11. ADVERTISING

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

It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the vehicle / motorcycle is entered.

12. COMPETITION NUMBERS

Refer to GCR 246 (iii), 249 and SSR4 and the relevant category / class regulations.

Be advised that where Competition numbers and their background do not comply with the relevant Regulations, the vehicle/bike will not pass the Pre Event Scrutineering.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
CLERK OF THE COURSE	<i>Neva van der Merwe</i>	<i>B</i>	<i>13414</i>
ASSISTANT CLERK OF THE COURSE	<i>TBA</i>		
MSA STEWARD	<i>Dennis Agnew</i>		<i>13791</i>
CLUB STEWARD	<i>TBA</i>		
ENVIRONMENTAL STEWARD	<i>Yvette Heineman</i>		<i>01105</i>
EVENT SECRETARY	<i>Janice Linaker</i>		<i>13833</i>
TIME KEEPING SERVICE PROVIDER	<i>ESMK</i>		
CHIEF TIME KEEPER	<i>TBA</i>		
CHIEF MARSHAL	<i>Paul Lehman</i>		<i>13807</i>
SAFETY BIKE	<i>Guy Moat</i>		
SCRUTINEERS MOTORCYCLES	<i>Brad Fenner & Robin De Vos</i>		<i>22571 / 17600</i>
SPECIALIST SCRUTINEER MOTORCYCLES	<i>Carl Vismer</i>		<i>34287</i>
OBSERVERS	<i>Marshalls</i>		
MEDICAL SERVICE PROVIDER	<i>SA Paramedic Services</i>		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
NSF100	Social
125 Junior and Senior	Club Non-Championship
Two Strokes (80cc)	Club Non-Championship
Four Strokes (125cc and 150cc)	Club Non-Championship
Chinese Motorcycles	Club Non-Championship

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. Entries are to be submitted on the Official Entry Form.

The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time **prior to the date of the event:**

- Entry form
- Proof of payment for entry fee
- Copy of the MSA licence (this can be obtained from www.msaonline.co.za)

Entries open:	Immediately
Entries close (Refer to GCR 104):	Friday, 24 November 2023 at 24:00
Entry fees as follows:	(Refer to GCR 95)
125 and NSF100 classes	R 400.00
Early Bird – 8hr endurance	R2 200.00 (for all entries received up to 11 November 2023 at 17:00 and includes official practice fee)
8hr Endurance	R2 500.00 (for all entries received after 17:00 on 11 November 2023 until Friday, 25 November 2023 at 17:00 and includes official practice fee)
Late entry fee:	R500.00 Late entries received after 17:00 on Friday 25 November 2023 will be accepted, subject to the additional late entry fee being paid, until 09 December 2023 at 14h00.
Banking Details – Name of Bank:	Nedbank
Account number:	20 88 07 87 11 (Savings)
Account name:	WPMC – Short Circuit
Branch code:	10 88 09
Proof of payment to be sent to:	Event Secretary – Janice Linaker
Event Secretary contact number:	083 235 3476
Event Secretary email address:	janicelinaker@gmail.com
Event Secretary fax number:	086 584 2597

- The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).
- The Organisers reserve the right to abandon the competition in the event of less than 15 team entries being received as per GCR 99 (v).
- The maximum number of entries that will be accepted is 55 and the maximum number of starters will be 50.
- Those riders offered reserve entries will receive a refund of their entry fee in the event of their not starting the race.
- **NO** competitor and/or team member will be allowed entry to the track unless **ALL** documentation has been completed prior to the event.

ALL COMPETITORS, ON SIGNING AN ENTRY FORM, ACKNOWLEDGE THAT THEY HAVE READ AND UNDERSTOOD ALL REGULATIONS APPLICABLE TO THIS MEETING

17. PROGRAMME OF EVENTS

Provisional Timetable **Friday 15 Dec 2023**

Practice Session 1	
8hr Motorcycles	09h00
Practice Session 2	
125 Juniors & Seniors	10h00
NSF100	10h15
8hr Motorcycles	10h30
Practice Session 3	
125 Juniors & Seniors	11h30
NSF100	11h45
8hr Motorcycles	12h00
LUNCH BREAK (60min)	
	13h00
SCRUTINEERING (Vehicle log book and self declaration form required) - AT PARC FERME	13h30 - 15h30
Practice Session 4	
8hr Motorcycles (30 min)	14h00
Riders Briefing	
	14h30
Qualifying: 125 and NSF100	
	10 mins
125 Juniors & Seniors	15h00
NSF100	15h15
Heat 1	
	8 laps
125 Juniors & Seniors	15h30
NSF100	15h45
Qualifying Session 1 - 8hr Motorcycles (30 min)	
	16h00
Heat 2	
	8 laps
125 Juniors & Seniors	16h30
NSF100	16h45
Qualifying Session 2 - 8hr Motorcycles (60 min)	
	17h00

**** Collect transponders from 14h00 onwards

**** Documentation from 13h00 onwards

Provisional Timetable **16 December 2023**

Documentation	
SCRUTINEERING (Vehicle log book required) - AT PARC FERME	07h30 - 08h30
DOCUMENTATION	07h30 - 08h30
Riders briefing	08h30
Practice	
	20 min
8hr Motorcycles	09h00
8hr Endurance	
Pit lane opens	09h30
All motorcycles Line up on Grid by	09h45
Pit Lane Closes	09h50
One warm up lap	09h55
8hr endurance race	10h00

18. OFFICIAL NOTICE BOARD

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

Physical notice boards will be replaced by an online/electronic system (messaging apps such as WhatsApp or Telegram may be used) to disseminate information to competitors at all times.

Notifications will be done via
WhatsApp group on the day:

<https://chat.whatsapp.com/FEZEKmtKFxRBongL0TLQkQ>

19. DOCUMENTATION

Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event Organiser's / Promoters together with their entry form.

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

20. SCRUTINEERING

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

All competitors are required to have a completed, printed copy of the self-scrutineering declaration form with them and available for the Scrutineers to check during Scrutineering.

Before scrutineering - Riders must take their logbook to the Secretary and have it stamped as proof that their entry has been paid and is valid

Vehicles must be presented for scrutineering in a clean condition and ready to race together with an approved helmet, race suit, race shoes/boots and gloves, all in good condition. Riders to take along their log book and self scrutineering check list as well

All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.

Any technical inspections (whether as a result of a protest or not) must be held at a later date with the part/s in question being properly sealed and stored for safekeeping.

Organizers reserve the right to impound and examine any vehicle at their discretion, at a time and place set by the Chief Scrutineer. Stripping and re-assembly to be done by the entrant / competitor / mechanic. Vehicles may be impounded after each event at the discretion of the CoC (Refer GCR 254).

No open ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity, firmly secured to the motorcycle. All such containers must be empty at the start of the race.

Gearbox and engine drain plug and oil filter bolts must be wire locked.

Front brake calliper securing bolts and pad securing bolt to be wire locked.

Front Brake lever protector to be fitted as per MSA.

Any motorcycle which is involved in an accident and returns to the pits for repairs will need to be scrutineered again before the motorcycle will be allowed back on the track again. It is up to the Team to find the scrutineer to inspect the bike.

21. RIDERS BRIEFING

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

Riders briefing will be done in the Pits on the morning of the Race.

22. SAFETY APPAREL / EQUIPMENT

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

No competitor will be permitted to practice or race without the correct safety apparel (refer GCR 239 and SSR's 7 and 46 (iii)).

23. SILENCING OF VEHICLES / MACHINES:

Refer to GCR 245.

Sound measurement of vehicles may be done at any time during a race meeting or an official practice day.

The Clerk of the Course shall have the right to exclude competitors from further participation in the event when their vehicle exceeds a noise limit of **108dB** when tested in accordance with the procedure set out for Killarney International Raceway. Refer to Appendix 1 of the Environmental Code. **A further test is a drive by for a maximum reading of 96dB. Failure of either of these tests may entail an exclusion.**

24. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252:

Competitors and motorcycles are required to be present in the pre-race paddock at least 15 minutes before the start.

All bikes to be in their grid positions 10 minutes prior to the start of the race

25. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

The start will be by means of lights and / or MSA flag and the finish will be by way of the chequered flag. Refer SSR 40 (i).

The grid shall be determined by qualifying session on the Friday afternoon. The starting positions will be based on the fastest lap time achieved by the motorcycle in the qualifying sessions, with fastest time Position 1 and slowest time last. Motorcycles that do not partake in the qualifying sessions will start at the back on the grid, with their final starting position determined by the officials

Start grid is in the form of the Lemans style start.

The assistant at the start, is only there to hold the bike upright for the rider.

The ignition system may be on, but the engine may not be running before the start of the race.

The rider must start the engine when they arrive at their bike

All bikes to be in their grid positions at least 15 minutes prior to the start of the race.

Pit Lane will close 10 mins before start of the race and bikes not on start line by this time will have to start the race from the Pit Lane

26. REFUELLING

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

Refer to SSR's 67 – 68 with regard to the fuel permitted.

Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and SSR's 68 and 69).

Refuelling will only be at the team's allocated pit or in the allocated refuelling area.

The refuelling crew shall be comprised of (3) three crew members – one (1) holding the motorcycle steady, one (1) refuelling the motorcycle and one (1) standing by ready to assist in case of a fire / emergency.

Fuel may only be stored in the competitor's pit and only in metal containers or other containers approved by the promoters and having a sealing device. Only 2 sealed containers with a maximum content of 20 litres each will be allowed at a time in each pit.

Refuelling containers must be carried to the refuelling area by the team members (MAXIMUM 2), and once refuelling is completed, returned to the motorcycle pit area.

Topping up of oil may be done in this area but NOT at the same time as refuelling.

The centre lane of the refuelling area must remain clear at all times. Anyone obstructing this lane will be penalised.

No work may be carried out on the motorcycle in the refuelling area. If any work is to be done, including the swapping of gear linkages, the motorcycle must be pushed into the pits.

27. PITS & PIT LANE

Refer to Standing Supplementary Regulations as shown below as well as GCR 251

Pits will be allocated on a first come first serve basis. Pits will be allocated to 1 pit per team entry.

Any competitor entering the pits, whether at the end of the race, during the race or during the practice, shall give ample warning of his intention to the following rider by extending his left arm to its full extent and raised not lower than parallel to the ground.

Each team will be permitted a maximum of 3 pit attendants/riders in the pit lane.

When entering the pits for any reason whatsoever, the engine shall be cut at the stop line at the entrance to the pits. The rider shall dismount, likewise when re-joining the race **the motorcycle shall be pushed** by the rider or a pit assistant to the pre-race paddock, where after the rider may mount and start the engine.

No Motorcycle may be ridden in the pit area at any time and No rider may be pushed whilst sitting on the motorcycle

Riders may only exit from the pre-race paddock (indicated by a white line) provided their engine is running under its own power.

No repairs to the Motorcycle may be carried out in Pit Lane. It must be done in your designated Pit Area

Only refuelling and Oil top-ups may be done in the Pit lane and they *may not* be done at the same time, only consecutively

Riders being pushed down pit lane will be subject to a penalty being imposed by the Clerk of the Course.

Competitors leaving the pits must give way to riders already on the circuit. Failure to do so will incur a penalty.

No riding of Motorcycles in the Pits!

Any motor cycle moving through the Pit Lane and Pit Areas must adhere to the indicated direction of travel

The pits may only be entered and left in the direction of the circuit.

NO ALCOHOL ALLOWED IN THE PIT AREA.

Failure to adhere to any of these regulations may result in a penalty, at the discretion of the CoC / Officials of the Event

PIT LANE / SAFETY BIKE:

Pit lane entry will remain open in the event of a safety bike situation. Pit Lane exit will be controlled by an official, who will oversee the safe exit of motorcycles back onto the track, during the Safety bike session. Riders will only be allowed to exit Pit lane and join the back of the field once the last bike behind the safety bike has passed the pit exit.

No overtaking is allowed during the safety bike period, and when the safety bike returns to the pits, competitors must still remain in formation until they cross the start finish line, when the race re-commences.

28. SIGNALLING

Refer to Appendix H

- Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line.
- Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (1) and SSR's 17, 49, 50 and 51.
- No exceptions will be tolerated.
- The race will finish by way of the chequered flag. The race will be finished at the end of the specified race time.
- After receiving the chequered flag, competitors will complete the remainder of the lap at slowing-down speed and cut their engines before entering the pits.

29. GENERAL RACE INFORMATION**CIRCUIT:**

The Formula K circuit measures approximately 1000m. The motorcycles will use the full circuit. The circuit has a bitumastic surface and racing will be in a **clockwise direction**.

Each competitor will be required to wear a coloured arm band for commentary purposes. A R50.00 deposit, per arm band, will be charged which will be refunded when the band is returned at the end of the race.

Pit Attendants will require a PIT Pass to enter the Pit Lane. A R50.00 deposit, per pit pass, will be charged which will be refunded when the Pass is returned at the end of the race. A Maximum of 3 Pit Passes will be issued per team.

FIRST TIME COMPETITORS:

- Track experience is advised to ensure the safety of the new competitor as well as the rest of the competitors. The Controllers may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted
- First time Motorcycle competitors need to wear a brightly coloured bib over their race suite for at least their first race event and practice sessions. The controllers will review the progress of the rider and shall decide when it is fit to not wear the bib any more.

PRACTICE:

Practice will be at the time indicated on the event timetable and no competitor who has not practiced to the satisfaction of the Clerk of the Course will be permitted to participate in the race. Competitors are required to each do a minimum of five laps during the practice periods during which they must prove themselves capable of lapping the circuit in not more than the cut off time. The cut off time will be the quickest lap multiplied by 1.3. This time may be extended at the discretion of the Clerk of the Course.

FINISHERS:

To be classified as a finisher, a motorcycle shall have completed 66% of the winning race distance (i.e. 66% of the number of laps completed by the winners).

Motorcycles will be impounded for 30 minutes at the finish of the event.

PENALTIES:

- For the infringement of any of these Regulations, a penalty will be imposed by the Clerk of the Course and could be in the form of 2 laps being deducted from the total covered by the motorcycle at the end of the race, or exclusion, or any other penalty as decided.
- If a competitor is caught overtaking under a Yellow flag, the Team will have 3 laps deducted from total laps covered.
- If a competitor is caught overtaking under a Double Yellow flag, the Team will have 10 laps deducted from their total laps covered and/ or excluded, or any other penalty as decided by the Clerk of the Course.

- Any team found to exceed the 35 min per rider rule will be penalised 2 laps per minute over the 35 minute limit. .
If a team is caught continually exceeding the track limits, this may result in a penalty, at the discretion of the CoC / Officials of the event
- Blatant dangerous riding is an instant disqualification for the entire team.

CHANGE OF RIDERS

- A **minimum of 2 and a maximum of 4 riders** will be allowed per motorcycle to enter as a team.
- Riders are **only allowed to rider for a maximum of 35 minutes at a time** with a minimum break of 10 minutes.
- The minimum number of pit stops will be determined by the number of riders entered per team.
- A change of nominated riders during the race will only be permitted at the allocated change area, provided that where a rider has been incapacitated on the circuit, subject to the replacement rider making a compulsory pit stop in the interests of safety before the next lap.
- In the event of a machine breaking down and withdrawing from the race, another team, consisting of 2 riders or more may invite 1 of the riders to join their team to a maximum of 4 riders. Such rider shall be limited to one team change only.
- A change of officially nominated riders after the commencement of the race may only be authorized by the Clerk of the Course

REPAIRS:

- Repairs or change of parts may not be carried out on the circuit, but motorcycles may be pushed by the rider in the direction of the race to the pit entrance provided no hazard is created for other riders.
- No repairs may be carried out in Pit Lane. Repairs must be done in the Pit Area
- No outside assistance whatsoever is allowed on the circuit, unless it is from a Marshall
- Teams may only make use of 1 motorcycle. No Spare motorcycles may be used.
- Only spare parts may be used to replace damaged parts.
- No Spare Chassis may be in the pit unless it is totally stripped down with no other spare parts attached. If a chassis is damaged during the race and needs to be swapped, the entire motorcycle will need to be rebuilt into the replacement chassis, prior permission from the COC will be required.
- Failure to adhere to any of these regulations may result in a penalty, at the discretion of the CoC / Organisers of the Event

ELIGIBILITY OF MOTORCYCLES:

- No motorcycle frame or engine that has been imported into this country later than 1 January 2002 shall be allowed unless 10 or more of the same unit have been imported. Hand built frames are allowed only for two strokes, not for the 125 / 150cc four stroke class.
- Only motorcycles built for racing may be used.
- The organizers have the right to not allow motorcycles to race that are too slow. The cut off time will be the quickest qualifying lap multiplied by 1.3
- All motor cycles must have crash bobbins to prevent damage to the track. Teflon/nylon ends on foot pegs and handle bar lever guards or Teflon/nylon handle bar ends. If the crash bobbin is damaged in a crash the bobbin will need to be replaced before the motorcycle returns to the track.
- The exhaust must have protection on it, to prevent damage to the track surface in the event of a crash
- No Fuel injection Motorcycles are allowed, except as indicated in the 125cc and 150cc 4-stroke class
- Any technical inspections (whether as a result of a protest or not) must be held at a later date with the part/s in question being properly sealed and stored for safekeeping.

TECHNICAL SPECIFICATIONS:

TWO STROKES (80cc)

- Min 48cc capacity but not exceeding 85cc (only pre- year 2007 motocross motors allowed)
- No Power Valve Motors allowed
- Numbers:
 - Numbers on motorcycle must be in 'Arial' Font, in Bold and in White, on a Black background with a 20mm stroke
 - The numbers' minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the white background
 - Placement of the number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
- Frames: Only the following 4-stroke road going Motorcycle frames are allowed
 - Honda CBR125 or CBR 150, Yamaha R15, Suzuki Gixxer 150 and the KTM125
 - Modifications to these frame are allowed.
- Modifications are allowed to the engine, however carburettor must remain standard to that engine
- No modifications to the gearbox are allowed
- Ignition Systems:
 - The ignition system must remain standard

SUPPLEMENTARY REGULATIONS

- The charging system must be operational at all times.
- Suspension:
 - Rear shock may be changed for an aftermarket shock.
 - Rear swing arm must remain standard.
 - Front end and fork externals must remain standard.
 - Fork caps must remain standard
 - Front fork OEM internals may be modified, not replaced. Plastic spacers may be added
 - Emulators are not allowed
- Tyres are unrestricted
- Rims are unrestricted with the exception of no Carbon fibre, Forged and Billet rims being allowed
- Minimum weight for two stroke motor cycle as per table below:

Capacity	Minimum weight (Empty Fuel Tank)
60 to 70 cc	85 kg
71 to 80 cc	90 kg
81 to 85 cc	100 kg

FOUR STROKES (125's)

Standard 125cc Road based motorcycle as supplied by the Manufacturer.

Motorcycle weight limit of 95kgs must be met with an Empty Fuel tank

- Numbers:
 - Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a Yellow background with a 20mm stroke
 - The numbers minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the yellow background
 - Placement of the number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
- Engines:
 - Single cylinder, unmodified 2 / 4 valve head, 125 four stroke motors with a maximum capacity of 125cc
 - No modifications are allowed to the engine.
 - Only genuine OEM replacement engine parts may be used
- Engine Casings:
 - Engine casings may not be modified
- Cylinder Heads:
 - Cylinder heads must remain standard.
 - No material is to be added or removed, except for the valve seats which may be cut.
 - Cylinder heads may not be skimmed
- Cylinders:
 - No material may be removed from the cylinder, only re-boring is allowed up to the 4th oversize (1mm)
- Camshafts:
 - No material may be added or removed from the camshafts.
 - Only OEM camshafts may be used
 - Camshaft sprockets must remain standard
- Crankshafts:
 - No material may be removed from the crankshaft assembly.
 - The crankshaft assembly must remain standard.
- Gearboxes:
 - The gearbox must be standard.
 - Undercutting is allowed.
- Clutches:
 - The clutch must remain standard.
- Coatings:
 - No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
 - No heat transferring / heat blocking material may be used on the internal or external parts of the motor
- Carburettors and Throttle Body and Injectors:
 - Only the standard carburettor as indicated in the owner's manual may be used.
 - Main and idling jets may be changed.
 - Only the standard needle may be used.
 - Spacers may be used to adjust the height of the needle positioning.
 - Only OEM injectors may be used on a fuel injected model
 - No modification to throttle bodies allowed
 - Fuelling Modules may be used

- Air boxes:
 - Air boxes must remain standard.
 - No holes are allowed to be drilled into the air box.
 - The filter and air box lid may be removed.
 - No fresh air or ram air induction is allowed.
 - The snorkel between carburettor and air box must remain standard.
- Exhaust Systems:
 - Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above
- Starter Motor:
 - The starter motor must be retained and in working order.
- Ignition Systems:
 - The ignition system must remain standard
 - The charging system must be operational at all times and the pickup position may not be changed
- Frames:
 - No modifications are allowed to the frame.
- Fuel Tanks:
 - Fuel tanks must remain standard to OEM specifications
- Suspension:
 - Rear shock may be changed for an aftermarket shock.
 - Rear swing arm must remain standard.
 - Front end and fork externals must remain standard.
 - Fork caps must remain standard
 - Front fork OEM internals may be modified, not replaced. Plastic spacers may be added
 - Emulators are not allowed
 - No aftermarket fork stabilisers are allowed
- Wheels:
 - Rims must remain standard per OEM specification
- Sprockets:
 - Front and rear sprockets may be changed.
- Tyres:
 - Tyres are unrestricted
- Brakes:
 - Front brake calliper must remain standard and mounted in the original position.
 - Front master cylinder must remain standard.
- Bodywork / Fairings:
 - Fairings and bodywork are unrestricted

FOUR STROKES (150's)

Standard 150cc road based motorcycle as supplied by the manufacturer

Motorcycle weight limit of 100kgs must be met with an empty fuel tank

- Numbers
 - Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a White background with a 20mm stroke
 - The numbers minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the white background
 - Placement of number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
- Engines:
 - Single cylinder, unmodified four stroke motors with a maximum capacity of 155cc
 - No Modifications are allowed to the engine.
 - Only genuine OEM replacement engine parts may be used
- Pistons:
 - Maximum of 1.0mm oversize pistons allowed for wear
- Engine Casings:
 - Engine casings may not be modified
- Cylinder Heads:
 - Cylinder heads must remain standard.
 - No material is to be added or removed, except for the valve seats which may be cut.

- Cylinder head volume must be no less than 12.4cc measured with a spark plug in. If necessary, the cylinder head may be skimmed as long as the volume remains 12.4cc or more.
- Cylinders:
 - No material may be removed from the cylinder, only re-boring is allowed, up to the 4th oversize (1mm)
 - The deck height between piston and top of barrel may not be less than 0.1mm with barrel torqued down
- Camshafts:
 - No material may be added or removed from the camshafts.
 - Only OEM camshafts may be used
 - Camshaft sprockets may be slotted to allow degree of the camshafts.
- Crankshafts:
 - No material may be removed from the crankshaft assembly.
 - The crankshaft assembly must remain standard.
- Gearboxes:
 - The gearbox must be standard.
 - Undercutting is allowed.
 - A CBR125 standard gearbox may be used on a CBR150 Honda Motorcycle.
- Clutches:
 - The clutch must remain standard.
 - A CBR125 clutch may be used on a CBR150 Honda Motorcycle
- Coatings:
 - No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
 - No heat transferring / heat blocking material may be used on the internal or external parts of the motor
- Carburettors and Throttle Body and Injectors:
 - Only OEM injectors may be used on a fuel injected model
 - No modification to throttle bodies allowed
 - Fuelling Modules may be used
 - Only the standard carburettor as indicated in the owner's manual may be used.
 - Main and idling jets may be changed.
 - Only the standard needle may be used.
 - Spacers may be used to adjust the height of the needle positioning.
 - A CBR125 carburettor may be used on a CBR150 Honda Motorcycle
- Air boxes:
 - Air boxes must remain standard.
 - No holes are allowed to be drilled into the air box.
 - The filter and air box lid may be removed.
 - No fresh air or ram air induction is allowed.
 - The snorkel between carburettor and air box must remain standard
- Exhaust Systems:
 - Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above
- Starter Motor:
 - The starter motor must be retained and in working order.
- Ignition Systems:
 - The ignition system must remain standard and the pickup position may not be changed.
 - The charging system must be operational at all times.
- Frames:
 - No modifications are allowed to the frame.
- Fuel Tanks:
 - Fuel tanks must remain standard to OEM specifications
- Suspension:
 - Rear shock may be changed for an aftermarket shock.
 - Rear swing arm must remain standard.
 - Front end and fork externals must remain standard.
 - Fork caps must remain standard
 - Front fork OEM internals may be modified, not replaced. Plastic spacers may be added
 - Emulators are not allowed
 - No aftermarket fork stabilisers are allowed
- Wheels:
 - Rims are unrestricted with the exception of no carbon fibre, billet or drop forged rims.
- Sprockets:
 - Front and rear sprockets may be changed.

- Tyres:
 - Tyres are unrestricted
- Brakes:
 - Front brake calliper must remain standard and mounted in the original position.
 - Front master cylinder must remain standard.
- Bodywork / Fairings:
 - Fairings and bodywork are unrestricted

CHINESE MOTORCYCLES

- Max 200cc four stroke carburettor models only
- Minimum weight of Chinese motor cycle to be 100 kilograms with the fuel tank empty.
- No modifications allowed to the engine, carburetor, gearbox and frame.
- Rear shock may be changed.
- Rims are unrestricted with the exception of no carbon fibre rims being allowed
- Tyres are unrestricted
- The rear swing arm must remain standard.
- Exterior appearance of forks must remain standard.
- Internals may be modified but not changed
- Brake calipers must be mounted as original.
- Fuel tanks must remain standard to OEM specifications
- Numbers:
 - Numbers on motorcycle must be in 'Arial' Font, in Bold and in Red, on a White background with a 20mm stroke
 - The numbers minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the white background
 - Placement of number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan

GENERAL:

These Regulations cover only the more basic requirements and the promoters acknowledge that there are certain details which may not have been covered. For this reason, the Clerk of the Course has been given full power to utilize his/her sole discretion insofar as the acceptance of modifications, alterations or changes are concerned and to amend these Regulations as he/she may see fit and to imposition penalties on race day if need be.

GENERAL CONDUCT:

- Only competitors and pit attendants will be allowed in the pit area or pit lane
- No cars or trailers will be permitted to be left into the pit area. (Thursday / Friday and Saturday)
- No alcohol will be allowed in the pit area.
- No unsportsmanlike behaviour or riding will be tolerated at any time.
- No pets (including but not limited to dogs) are allowed in the pits.

30. TIMEKEEPING

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

Timekeeping will be done using the EMSK Timing System. The timekeeper/s will operate from the building opposite the start finish line. 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 and start at the back of the grid for the next race.

Timing transponders must be collected by the rider from Race Control and they must hand in their membership book to receive their transponder. Rider's will get their membership book back when they return the transponder at the end of the day (prior to leaving the circuit)

Transponders not returned by this time are to be returned by no later than the Monday following the race meeting (by hand DELIVERY) to the WPMC Offices.

Where Transponders are utilized, the competitor accepts that he/she on receiving the transponder remains responsible for any loss or damage to the transponder until such time as it is returned. Any loss or damage will result in the competitor being required to pay an amount sufficient to replace the transponder. This to be done prior to any further participation by the competitor.

31. POINTS & RESULTS

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

All Final results remain provisional pending the outcome of any strips/protests.

32. PROTESTS / APPEALS / PENALTIES

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

Any technical inspections (whether as a result of a protest or not) must be held at a later date with the part/s in question properly sealed and stored for safekeeping.

33. PRIZE GIVING

Prize giving will take place after the event at the **Karting Clubhouse / Lounge from 19:00 onwards.**

Trophies will be awarded as follows: First overall, Top 3 4-strokes, Top 2 (Two Strokes), Top 2 overall Chinese

34. POSTPONEMENT, ABANDONMENT OR CANCELLATION

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

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

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

In the event of postponement, abandonment or cancellation the entrant / competitor has no right to claim against the Promoters and / or Organisers in respect of any loss or damage that he may thereby incur, other than as specified in 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 GCR 284.