



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	EP REGIONAL & AMSC CLUB DRAG RACING CHAMPIONSHIPS – RND 3						
DATE OF EVENT:	8 June 2024 (Rain date: 9 June 2024)						
STATUS OF EVENT:	Please indicate below:						
INVITATIONAL		SOCIAL	X	CLOSED CLUB		CLUB	X
REGIONAL	X	NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	ALDO SCRIBANTE RACE CIRCUIT						
GPS CO-ORDINATES:	Latitude: -33.810406 Longitude: 25.64599499999997 / 33°48'37.8"S 25°38'45.5"E						
DIRECTIONS:	Situated on the outskirts of Port Elizabeth, just off the N2 National Road past Bluewater Bay						

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Algoa Motor Sport Club
NAME OF CONTACT PERSON:	Sparky Bright
CONTACT NUMBER:	0823400396
EMAIL ADDRESS:	sparkyb@vodamail.co.za
WEBSITE:	www.amsc.co.za
ORGANISERS NAME:	Algoa Motor Sport Club
ORGANISERS ADDRESS:	Scribante Race Circuit, Erf 1, Wells Estate, Port Elizabeth
NAME OF CONTACT PERSON:	Sparky Bright
CONTACT NUMBER:	0823400396
EMAIL ADDRESS:	sparkyb@vodamail.co.za
WEBSITE:	www.amsc.co.za

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Supplementary Regulations (SR's), MSA's Safeguarding Policy as well as any Final Instructions or Bulletins which may be issued.
- Any other relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.
- 2024 MSA Drag Racing National Technical Regulations, 2024 EP Regional Drag Racing Regulations and 2024 AMSC Club Drag Racing Regulations.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17654	Permit issued (date):	20 May 2024
Please note that the MSA Flag will be prominently displayed at: <i>The start / finish line in front of the control tower</i>		

5. ELIGIBILITY OF COMPETITORS

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

2024 EP Regional Drag Racing Regulations, 2024 AMSC Club Drag Racing Regulations and the 2024 MSA Drag Racing Handbook.

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 GCR 121 of the 2024 MSA GCR Handbook.

No driver may consume alcohol, regardless of the amount. A breathalyser test may be implemented on any competitor at any time. Failure to comply is immediate exclusion.

Competitors are responsible for friends, family and crew.

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 organisers.
- For Cars 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 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 Licences, valid for the status of the event and endorsed for Drag Racing. Licences 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

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 shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the vehicle is entered.

SPONSOR LOGOS

These need to be fitted for the entire event.

12. COMPETITION NUMBERS

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

Each vehicle in competition shall, on its left-hand side, display its class designation followed by its competition number.

It's the responsibility of the competitor to ensure that he has entered into the correct class and that the correct number is displayed on his vehicle.

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	Sparky Bright		01021
MSA STEWARD	Brian Jerling		05176
CLUB STEWARD	Phillip Griffin		27061
ENVIRONMENTAL STEWARD	Daniel Bright		06854
TIME KEEPING SERVICE PROVIDER	AMSC		
CHIEF TIME KEEPER	TBA		
CHIEF MARSHAL	Heather Lewies		14331
CHIEF SCRUTINEER	Alistair Pringle		13844
SAFETY OFFICER	TBA		TBA
MEDICAL SERVICE PROVIDER	Relay EMS		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

[2024 EP Regional & 2024 AMSC Club Drag Racing Regulations](#)

CLASS:	STATUS:
Heads up with no handicap	Regional Championship
Heads up with no handicap	Club Championship
Heads up with no handicap	Social

The street / drag cars are divided into classes as per amount of cylinders; front or rear wheel drive; and state of tune, body and tyres. Once the cars are classed, they will head up to the start line and do a two-car heads-up drag race down 400 metres.

Each class must have a minimum number of three (3) vehicles. If there aren't enough competitors for the respective class, then the cars may be bumped up or merged into another class.

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. Entries are to be submitted on the Official Online Entry Form. **All Early Bird entries must be done by Monday, 3rd June 2024 at Midnight**

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:

- Online Entry form
- Proof of payment for entry fee - to be attached to Online entry form
- Copy of the MSA licence - to be attached to Online entry form

All the above items can be found and completed on the following link –

<https://forms.gle/pFMAgA3C2XMSWoBf8>

ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING DRIVER & VEHICLE INFO PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES.

Entries open:	Immediately
Entries close (Refer to GCR 104):	Early Bird entries close on Monday, 3rd June 2024 at Midnight, entries close on Wednesday 5th June 2024 @ 10h00 at the discretion of the organisers.
Entry fees as follows:	(Refer to GCR 95)
Entry Fee – Non-Members Driver plus 3 pit crew	<ul style="list-style-type: none"> • Early Bird Entry Fee: R920.00 – ends Monday, 3rd June 2024 @ midnight • Entry fee after Midnight Monday 3rd June 2024 – R1020
AMSC Member Entry fee Driver plus 3 pit crew	<ul style="list-style-type: none"> • Early Bird Entry Fee: R820.00 – ends Monday, 3rd June 2024 @ midnight • Entry fee after Midnight Monday 3rd June 2024 – R920.00
Entry Fee – Newbie Social (Applies for the first 2 races. No crew tickets are included, and the car must be a full streetcar)	<ul style="list-style-type: none"> • Early Bird Entry Fee: R250.00 – ends Monday, 3rd June 2024 @ midnight • Entry fee after Midnight Monday 3rd June 2024 – R350.00
Banking Details – Name of Bank:	First National Bank
Account number:	62318271319
Account name:	Algoa Motor Sport Club
Branch code:	261050
Proof of payment to be sent to:	sparkyb@vodamail.co.za or fax 086 512 4809
Event Secretary contact number:	0823400396
<ul style="list-style-type: none"> • 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 minimum number of entries for the Regional Championship is 6 entries. • <i>The maximum number of entries for the event will be 80 competitors.</i> 	
ALL COMPETITORS, ON SIGNING AN ENTRY FORM, ACKNOWLEDGE THAT THEY HAVE READ AND UNDERSTOOD ALL REGULATIONS APPLICABLE TO THIS MEETING.	

17. PROGRAMME OF EVENTS

Saturday 8 June 2024

- 07H00 - Gates open
- 08H00 to 10h00 - Scrutineering of vehicles in the Scrutineering Bay
- 08h30 - Drivers / Riders Briefing
- 09H00 to 17H00 - Racing
- 18h00 - Prize Giving on the first floor of the control tower.

Rain Date – Sunday 9 June 2024

- 07H00 - Gates open
- 08H00 to 10h00 - Scrutineering of vehicles in the Scrutineering Bay
- 08h30 - Drivers / Riders Briefing
- 09H00 to 17H00 - Racing
- 18h00 - Prize Giving on the first floor of the control tower.

Please note that these times are guides and can change at the organisers / Clerk of the Courses discretion.

Competitors may not practice or start until:

- He or she has completed all formalities at documentation and produced a valid competition license.
- His or her vehicle / motorcycle complies with the rules and class of the class entered and has passed scrutineering.
- Competition numbers and any advertising material have been fixed to the vehicle / motorcycle as required.
- An approved helmet, adequate protective clothing to cover arms, legs, feet and body, and gloves for motorcycles are produced. (Sport type and open vehicles, AC Cobra's, etc.) Will only be allowed to race at the discretion of the Clerk of the Course and the scrutineer because of the fact that they do not always comply with the rules.

18. OFFICIAL NOTICE BOARD

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

Physical notice boards will be replaced by a WhatsApp group to disseminate information to competitors at all times.

Notifications will be done via WhatsApp group on the day:	https://chat.whatsapp.com/5Z9rTPggK3FLMIwLO82i9Q and https://chat.whatsapp.com/D3X2FQqf8ph5OQewz29aC7
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19. DOCUMENTATION

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

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

20. SCRUTINEERING

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

Scrutineering will take place in the Scrutineering Bay.

All Competitors are to have a MSA Scrutineering Logbook for the said vehicle.
These are available from the scrutineer @R 50.00 each

Self-declaration scrutineering form is included with the online entry form with event supplementary regulations and this must be completed and submitted to the event organisers/promoters prior to the event.

All Technical Consultants and Scrutineers must submit technical non-compliance reports to MSA after the event.

MOTORCYCLE and CAR SUMP and GEARBOX PLUGS and OIL FILLER CAPS MUST BE SECURED BY LOCKING WIRE TO THE ENGINE OR FRAME.

Oil filters must be secured by means of a hose clamp which is tied or locked to the engine or body.

21. DRIVERS / RIDERS BRIEFING

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

Driver/Riders Briefing will take place at **08h30** at Timing Container on **Saturday 8th June 2024**.
If the Rain date is implemented on Sunday 9th June 2024, drivers / riders briefing will take place at 08h30

22. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239:
2024 MSA Drag Racing National Technical Regulations.

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.

24. PRE-RACE PADDOCK / PARC FERMÉ

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

PRE-RACE PADDOCK AND PARC FERME:
The organisers reserve the right to impound and examine any vehicle / motorcycle at their discretion (refer GCR 254).

25. STARTS

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

The starting signal will be by means of a "X-MAS TREE" as used in Drag Racing.

26. REFUELLING

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

Refer 2024 MSA Drag Racing National Technical Regulations - Vehicle construction and General Safety Regulations, Article CR31.
The driver of any vehicle using any type of fuel other than gasoline regardless of percentage or quantity must use full fire-retardant apparel.

27. PITS

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

The pit/paddock area WILL be within the circuits PIT COMPLEX, NO working on vehicles e.g. Changing wheels, servicing of vehicles will be permitted on the race circuit.

Competitors are to enter the pit complex via the subway circuit cross over and re-enter the circuit at the same point when want to complete a Run.

Failure to adhere to the above may result in exclusion from a said run or the entire event.

28. SIGNALLING

Refer to Appendix H

29. GENERAL RACE INFORMATION

The competition will be contested over the first ¼ Mile (402.336m) of the race track.

Race Direction will be from West to East.

CHANGING CARS / BIKES

The Clerk of the Course has the option of allowing a driver to change cars / bikes but only under the following conditions:

- a) All previous event times for vehicles to be replaced are voided and vehicle may not be restricted.
- b) Changes must be made and driver must enter and re-qualify during the normal schedule as posted for the event provided the vehicle is in the same class/bracket as the one that is replaced.
- c) No changes are permitted after qualifying has been completed.

Incidents / Retirements – please inform the Clerk of the Course.

PENALTIES

A Competitor may be disqualified for:

- a) Failing to report to the Start Line on time.
- b) Failing to report to the Tower in respect of a vehicle breakdown before the start of racing.
- c) Crossing the centre line. (See note on Centre Line).
- d) A Red Light Start.
- e) Breaking out of a bracket. The ideal outcome of any race is to have one winner and one loser. In cases where both are disqualified during the same race, policy is that the first offender is disqualified and the other is reinstated providing the grounds for disqualification were equal for both competitors.
- f) Driver / rider leaving car / bike unattended in the pre lineup road.
- g) Depositing foreign matter including debris or oil onto the strip, staging lanes or pits, except in the case where an accident has occurred.
- h) Un-sportsman behavior.
- i) Driving dangerously.
- j) Driving excessively fast on the return road and pit area. This includes crew vehicles.
- k) Being suspected or seen to be consuming alcohol, regardless of the amount before or during the event.
- l) Behaving in a manner, which could prejudice MSA and the Organizer.
- m) Disregarding a specific instruction from an official.
- n) Competitors who enter their vehicles / bikes in a street class with normal street tyres or dot approved street legal slicks and change these tyres during the course of the day to racing slicks will be disqualified for being unethical.
- o) Record run – failure to report to the Clerk of the Course for post-race scrutineering (weight check, engine capacity check & fuel check) or spot checks will be considered and admission of illegality and will be grounds for immediate exclusion from the event and / or suspension from further Drag Racing at any other track for a period of up to 6 months.
- p) Driving a competition vehicle on the Coega IDZ roads during the course of the event.

GENERAL

- a) No vehicles may be entered more than once in the same event, regardless of intended classing.
- b) No single competitor may participate / enter with 2 (two) or more vehicles in the same class.
- c) Vehicles / Bikes participating in drag racing events must be presentable in appearance at all times.
- d) Classification – the classification of a vehicle entered is the responsibility of the scrutineer as well as the competitor.

<p>e) Aldo Scribante Race Circuit Property Any competition vehicle / motorcycle found using the access roads, pits or any area other than the circuit for testing, (this includes the Coega IDZ roads), or being driven in a manner which is considered by the Clerk of the Course to be dangerous, may be excluded from the event and/or fined, irrespective of who was driving the vehicle at the time. Notwithstanding the competitor's exclusion, he may be reported to the Stewards of the Meeting who may consider taking further action in terms of GCR 172. Should any competitor / mechanic / crew member be found to be driving in an unsafe manner on the property the competitor concerned may be fined and/or excluded.</p>
<p>BYE RUNS Not applicable</p>
<p>SOLO RUNS If one competitor fails to report to the start line, the other competitor will perform a solo run.</p>
<p>ORDER OF INFRACTION</p> <ul style="list-style-type: none"> a) Failing to report to the start line on time. b) Starting the run before the "Amber Light" sequence has started (Refer to DB 3.1.4). c) Crossing or touching the strip centre line or boundary lines other than leaving the strip intentionally. (In all instances the run is to be aborted and no ET or SPEED will be recorded). d) A Red Light start. e) Failure to complete run. f) Breaking out of the dial-in nomination where applicable.
<p>OFFICIAL QUALIFYING In order to constitute an official qualifying attempt, all cars / bikes must self-start and self-stage.</p>
<p>START LINE AND / OR RESTRICTED AREA ACCESS At the discretion of the Clerk of the Course, only Officials, Crew members and MSA Accredited Media (with valid accreditation) are permitted on the start line area on pre-race lanes. All 'Media' persons must have signed a valid 'indemnity' form issued by event organizer prior to receiving access to any restricted areas and must always adhere to Officials.</p>
<p>RE-RUNS</p> <ul style="list-style-type: none"> a) The track reserves the right to issue a re-run to 2 (two) competitors in the event of a race control error or equipment malfunction due to various reasons, i.e. power failures, etc. b) If a dial-in error was made by the Tower and was the cause of the competitor losing with the incorrect dial-in time, both competitors can agree on a re-run, or if both competitors don't agree to a re-run, the winner will be determined by means of a calculation, utilizing correct dial-in times, the difference in handicap, the reaction times and the ET's to establish who was first over the line. c) A re-run / calculation will only be agreed to if the competitor concerned has reported the error immediately after the run, before the field progresses to the next round.
<p>BURNOUTS</p> <ul style="list-style-type: none"> a) These may only be carried out on the cement pad to the right before the start line. b) Burnouts must be of an UNASSISTED NATURE, i.e. no holding of vehicles under any circumstances at any track. Once again it will be the Chief Start line Marshal's responsibility to police the burnout procedure and to halt any handling of vehicles. No Burnouts are allowed on the race circuit tar. c) Maximum of two burn outs are allowed.
<p>CROSSING THE CENTRE LINE It should be noted that during a BYE or SOLO run, crossing the centre line does not constitute an infraction. However, if this occurs, i.e. if the competitor started out in the left-hand lane and crosses the centre line, the competitor must correct the vehicle and revert back to and complete the run in the left-hand lane. Should any competitor hit the timing reflectors in the centre of the strip, both competitors times may be discarded.</p>
<p>ALTERNATES In order to ensure paired competition during all elimination series, the following rules shall apply:</p> <ul style="list-style-type: none"> a) Where an elimination bracket needs to be filled, (due to breakdowns of vehicles that qualified) and alternate or alternates shall be drawn from non-qualifiers in order of their qualifying times. b) The use of alternates is restricted to the first round or racing and no substitutes will be brought in after the first round of racing.
<p>GENTLEMEN'S AGREEMENT The 30 second stage rule applies throughout the day.</p>
<p>VEHICLES</p> <ul style="list-style-type: none"> a) Vehicles participating in the event must be presentable in appearance at all times. At any event, the scrutineers may reject vehicles that are considered to be improperly prepared.

- b) All vehicles will be checked for correct ground clearance during scrutineering. Any staging problems should be the fault of the start line equipment, and if a problem occurs, both vehicles should be backed out and the fault investigated. If the fault is found to be one of the vehicles, it will be excluded immediately.

30. TIMEKEEPING

Refer to SSR's, Sr's and GCR 163 and 164:

31. POINTS & RESULTS

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

Race results will be communicated electronically:

- Posted online, emailed or distributed electronically to competitors.
- Final results which have been posted on the WhatsApp group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275. <https://chat.whatsapp.com/5Z9rTPqgK3FLMlwLO82i9Q> and <https://chat.whatsapp.com/D3X2FQqf8ph5OQewz29aC7>

32. PROTESTS / APPEALS / PENALTIES

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

33. PRIZE GIVING

Will be held at the Drivers lounge in the pit complex as soon as possible after results become final.

A maximum of three (3) runs per event is compulsory in order to qualify for points and overall results. If less than three (3) runs are completed a competitor will be regarded as a non-finisher (DNF).

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

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.

In the case of an event being cancelled due to weather conditions, such as rain – the event will be re-scheduled to run on the allocated "Rain Date" for that event.

It is the responsibility of the competitors to report to the track on the day, regardless of weather conditions. A decision as to whether the event is postponed to the rain date will only be made / discussed by the Race Organizer/s and Officials towards midday.

An event will only be considered cancelled if first round eliminations are not completed in all Regional competition categories. [Refer to 39(a)] no points will be awarded to any competitor for a cancelled event/s. When a "Rain Date" is used it will be considered as a new event.

In the event of first round eliminations being completed and rain / weather ends the event, all competitors will be awarded points up to the last completed round of competitions in each individual category.

Due to the fact that there are provisions made for rain dates, there will be no refund on entry fees.

Other:

In the event of a cancellation due to other unforeseen circumstances (i.e. accidents, fatalities, natural disaster, theft, damages to track / equipment / facilities) that leads to the event not able to take place and/or be completed the same ruling as above (i.e. weather) will apply.

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.

TRAVELLING EXPENSES

There will be NO travel monies paid out by Algoa Motor Sport Club.

TICKETS

All competitors will be issued with four (4) entry tickets.

36. MEDIA

Any media 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 to 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.