



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:		<i>Cape Motorsport Festival (incl Cape Six Hour Endurance)</i>					
DATE OF EVENT:		<i>13 & 14 December 2025</i>					
STATUS OF EVENT:		Please indicate below:					
INVITATIONAL	X	SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:		<i>Killarney International Raceway The circuit is 3.267km long and the race direction is clockwise.</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</i>
NAME OF CONTACT PERSON:	<i>Paul Simon</i>
CONTACT NUMBER:	<i>021 – 557 1639</i>
EMAIL ADDRESS:	paul@wpmc.co.za
WEBSITE:	www.wpmc.co.za
ORGANISERS NAME:	<i>Western Province Motor Club</i>
ORGANISERS ADDRESS:	<i>6 Potsdam Road, Killarney Gardens</i>
NAME OF CONTACT PERSON:	<i>Paul Simon</i>
CONTACT NUMBER:	<i>021 – 557 1639</i>
EMAIL ADDRESS:	paul@wpmc.co.za
WEBSITE:	www.wpmc.co.za

SPONSOR/S LOGO:



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.
- All relevant 2025 Category Regulations.
- Any other relevant MSA Circulars of 2025, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2025323	Permit issued (date):	17 November 2025
Please note that the MSA Flag will be prominently displayed at: Outside the Clerk of the Course Office		

5. ELIGIBILITY OF COMPETITORS

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

All relevant 2025 Category Regulations

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 been 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 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):

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

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

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

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

R150 000 in respect of Medical Expenses

R400 000 i.r.o Disability

R120 000 i.r.o Death

NB: No Repatriation cover is offered or provided

The cover is mandatory for all foreign competitors taking part in MSA-sanctioned car events.

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

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.

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.

The local categories are responsible for the numbering of all cars.

Plastic self-adhesive numbers are available from the Organizers at R110.00 per set.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

<u>ROLE</u>	<u>NAME & SURNAME</u>	<u>GRADE</u>	<u>LICENCE NUMBER</u>
OVERALL CLERK OF THE COURSE	<i>Brian Hoskins</i>	<i>A</i>	<i>8682</i>
ASSISTANT CLERK OF THE COURSE	<i>Karen Londt</i>	<i>C</i>	<i>19062</i>
ASSISTANT CLERK OF THE COURSE	<i>Gaenor Maytham</i>	<i>C</i>	<i>13498</i>
ASSISTANT CLERK OF THE COURSE	<i>Owen Marsh</i>	<i>C</i>	<i>15474</i>
ASSISTANT CLERK OF THE COURSE	<i>Ian Long</i>	<i>C</i>	<i>5168</i>
MSA STEWARD	<i>Arlene Brown</i>		<i>13500</i>
CLUB STEWARD	<i>Neva van der Merwe</i>		<i>13414</i>
ENVIRONMENTAL STEWARD	<i>Neva van der Merwe</i>		<i>13414</i>
EVENT SECRETARY	<i>Joy Hoskins</i>		<i>14715</i>
TIME KEEPING SERVICE PROVIDER	<i>ZA Timing</i>		
CHIEF TIME KEEPER	<i>Sean Lavis</i>		<i>14833</i>
CHIEF MARSHAL	<i>TBA</i>		
CHIEF SCRUTINEER	<i>Pieter Smal</i>		<i>16592</i>
STARTER	<i>Andre Grewe</i>		<i>15470</i>
COURSE CAR	<i>Brendon van Eden</i>		<i>15476</i>
MEDICAL SERVICE PROVIDER	<i>SA Paramedics</i>		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
Laude Classic Cars	Club Invitation
Kaltron Fine Cars	Club Invitation
Kaltron Formula Supercars	Club Invitation
Six Hour Endurance Race	Club Invitation

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. Entries are to be submitted on the Official Entry Form. **All entries must be done by Wednesday 3 December 2025**

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 - to be emailed to Race Secretary AND Terri!
- Proof of payment for entry fee - to be emailed to the Race Secretary – joyh@wpmc.co.za
- Copy of the MSA licence
- Self-Declaration Scrutineering Form – to be emailed to the Race Secretary

Entries open:	Immediately
Entries close (Refer to GCR 104):	Wednesday 3 December at close of business / send entry forms to joyh@wpmc.co.za AND terri@wpmc.co.za CLOSE OF ONE (1) EVENT LICENCES – THURSDAY 11 December 2025
Entry fees as follows:	(Refer to GCR 95)
Local classes (WPMC members)	R1680 (MSA Levy and VAT included)
Six-Hour Endurance	R6000 per vehicle (MSA Levy and VAT included)
Three-Hour Endurance	R3000 per vehicle (MSA Levy and VAT included)
2nd Entry with same vehicle	R550 for Club members R720 for non-members
Late entry fee:	Entries (with payments) will close on Wednesday 3 December 2025 at 16:00hrs and late entries will be accepted until Friday 5 December 16:00hrs with the late entry fee of R380-00 being applicable.
Banking Details – Name of Bank:	Nedbank
Account number:	1232041807
Account name:	WPMC
Branch code:	123209
Proof of payment to be sent to:	Event Secretary – Joy Hoskins
Event Secretary contact number:	021 – 557 1639
Event Secretary email address:	entry@wpmc.co.za
Event Secretary fax number:	(021) 557 6904 or 086 636 5213

The correct Class and Race number is the responsibility of the Competitor. Failure to comply could lead to the exclusion at the end of the race day or when the allocation of points is awarded.

- The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).
- Organisers reserve the right to cancel a category should less than 12 paid entries in total be received for a category by the close of entries (NOT late entries)
- Should the number of entries for a particular category exceed the maximum number of starters, as determined by the MSA Safety Commission, the following criteria shall apply:
 - Entries will be accepted, in order of receipt, up to a total of forty (40) starters. Preference will be given to competitors in order of the relevant championship standings.
 - Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101).
 - Competitors whose entries have been placed on a reserve list and who are not permitted to start will have their entry fees refunded (refer GCR 109 (iii)).

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

17. ENTRY TO THE VENUE

Competitors will be allocated three (3) Complimentary Tickets which are to be collected from Wednesday to Friday of the race meeting at the Admin Office from 09:00hrs to 16:00hrs except between the hours of 12:00 to 14:00hrs. Competitors to use their WPMC Membership books to access the premises. If the competitor requires extra tickets they may be purchased at a cost of R120-00 per person.

18. PROGRAMME OF EVENTS

The Organisers reserve the right to change the programme as necessary and combine or split categories prior to the closing date of late entries, should the number of entries so dictate (refer GCR 140 (v)).

OFFICIAL PRACTICE:

Saturday 13 December 2025

DRAFT TIMETABLE: SATURDAY 13 DECEMBER 2025

SESSION	CATEGORY	START	END	DURATION
1	Cape Six-Hour incl. Three-Hour	08:30	09:30	1:00
1	Kaltron Formula Supercars and	9:35	9:50	0:15
1	Laude Classic Cars	09:55	10:10	0:15
2	Cape Six-Hour incl. Three-Hour	10:15	11:15	1:00
2	Kaltron Formula Supercars and	11:20	11:35	0:15
2	Laude Classic Cars	11:40	11:45	0:15
	LUNCH	12:00	12:45	
3	Cape Six-Hour incl. Three-Hour	12:50	13:50	1:00
3	Kaltron Formula Supercars and	13:55	14:10	0:15
3	Laude Classic Cars	14:15	14:30	0:15
Qualify	Cape Six-Hour incl. Three-Hour	14:35	15:05	0:30
Qualify	Kaltron Formula Supercars and	15:10	15:25	0:15
Qualify	Laude Classic Cars	15:30	15:45	0:15

RACE DAY:
Sunday 14 December 2025

DRAFT TIMETABLE: SUNDAY 14 DECEMBER 2025

HEAT	DETAILS	RACE	LAPS	START TIME
	Warm up for Cape Six-Hour incl. Cape Challenge			9:00
1	Kaltron Formula Supercars and Fine Cars	1	8	9:20
2	Laude Classic Cars	1	8	9:45
	Parade by Car Clubs			10:10
	Pit Lane opens for Cape Six-Hour			10:25
	Spectator Grid Walk			10:30
3	Cape Six-Hour – Heat one	1	3 Hours	11:00
	Lunch and Parade			14:00
4	Kaltron Formula Supercars and Fine Cars	2	8	14:35
5	Laude Classic Cars	2	8	15:00
6	Cape Six-Hour – Heat two	2	3 Hours	15:30
	Cape Six-Hour ends			18:30

NO PARTICIPATION IN THE ABOVE PRACTICE IS AUTHORIZED UNLESS THE ENTRY FEE HAS BEEN PAID. FAILURE TO COMPLY WITH THE ABOVE WILL RESULT IN YOUR ENTRY BEING REFUSED.

19. OFFICIAL NOTICE BOARD

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

Physical notice boards will be replaced by an electronic system (messaging apps WhatsApp will be used) to disseminate information to competitors at all times.

Notifications will be done via
 WhatsApp group on the day:

<https://chat.whatsapp.com/GRdZPgaVhhi2ZUCNHJKWkQ>

20. 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 msaonline.co.za platform.

21. SCRUTINEERING

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

In-person scrutineering must be done.

Self-declaration of vehicle safety and eligibility shall apply. Competitors to ensure that the self-declaration form is completed correctly and in full.
Self-declaration scrutineering form to be sent out with event supplementary regulations and entry form.
All competitors are required to have a completed, printed copy of the self-declaration scrutineering form with them and available for the Scrutineers to check.
All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.
MOTORCYCLE and CAR SUMP and GEARBOX PLUGS and OIL FILLER CAPS MUST BE SECURED BY LOCKING WIRE TO THE ENGINE OR FRAME.
Car competitors need to have an oil catchment device, i.e. blanket of adequate size or an under tray fitted to their car prior to Scrutiny.
Oil filters must be secured by means of a hose clamp which is tied or locked to the engine or body.
Transponder holders must be in the designated position on the vehicle when the vehicle is presented for scrutiny.

22. DRIVERS BRIEFING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 121 and 141 iv).
Each category is responsible for their own drivers briefing.

23. 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)).

24. 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 at half a metre or 99dB at two metres when tested. Refer to Appendix 1 of the Environmental Code. A further test is a drive by in Turn 3 for a maximum reading of 96dB. Failure of either of these tests the competitor may / will be Black flagged.

25. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252.
PRE-RACE PADDOCK Categories must be ready to race 15 minutes before their scheduled start time and where applicable in the pre race hold area which is located next to the control tower.
PARC FERMÉ: The end of each race will be signified by the waving of the chequered flag. All competitors on completing a race shall proceed at a reduced speed round the circuit to enter the parc ferme / scrutiny area at the end of the back straightway before Turn 5 unless instructed by the Clerk of the Course to return directly to the pits. Marshals will indicate the road. The Organisers reserve the right to impound and examine any vehicle/machine at their discretion at the time and place set by the Chief Scrutineer. Stripping and re-assembly is to be done by the entrant.

26. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 – 271:
- Starting positions will be determined by lap times recorded during official qualifying sessions, unless otherwise stated in the regulations for the category concerned. The driver / vehicle or rider / motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) driver / vehicle or rider / motorcycle combinations recording the same lap time, the starting positions will be determined in favour of the combination, which established that time first. - The starting signal will be given by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.
Rolling starts apply to the following categories – Classic Cars, Fine Cars, Supercars. A Rolling start will be preceded by one warm up lap and one lap behind the pace car.

A camera is in operation to record any jump starts.

Competitors are to note that THE RACE WILL START WHEN THE RED LIGHTS GO OUT. Green lights will NOT be shown (Refer to SSR 38, 39 & 40).

GRID POSITIONS: MOTORCARS

Refer SSR 26, 27, 28, for first race. Starting positions for subsequent races will be the finishing order of the first race but including the Clerk of the Course's powers in SSR 27, unless otherwise stated in the individual category regulations. In terms of SSR 29, any competitor not finishing the first race shall be deemed a non-starter in the second race unless the Clerk of the Course has been notified electronically to the Race Secretary within one (1) hour of the finish of the first race that the competitor concerned will be starting the second race.

27. 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).

Competitors to note that 98 octane unleaded racing fuel will NOT be sold at the circuit Please contact Nathan Jacobs regarding fuel, his contact number is 082 733 6369.

REFUELLING IN NEW PIT COMPLEX

All competitors to take note that no refueling will take place in the new pit complex at any time, re-fuelling to be done outside the building in a safe and orderly fashion, areas will be demarcated for this purpose.

- A maximum of 5 crew members may be involved in the refuel of a car whilst the car is on Pit Road only at any times before or during an event.
- Drivers may remain in a vehicle or conduct a driver change during refuelling. Only a fully cladded crew member or driver attired may assist in the changeover of an incoming or outgoing driver.
- Each entry must have a minimum of 2 x 9kg dry powder or equivalent fire extinguishers. One of these must be placed within easy reach of the refuelling crew on the pit lane and the second, with its safety pin deactivated, must be held by a crew member, and faced towards a refuelling operation. All fire-extinguishers must carry a current sold by date or a current service date.
- The vehicle engine must be shut down during refuelling and may not be started until refuelling is complete.
- A wet blanket must be placed over the wheel or exhaust area closest to the vehicles fuel intake point. The blanket must be of suitable size to cover the vehicle wheel or exposed exhaust area.
- **All refuelling crews shall be attired with a fireproof balaclava, fireproof gloves and a fireproof overall or suit approved by the series scrutineer. In addition, the crew holding the refuelling nozzle and also the crew holding (if used), an overflow or splash bottle shall wear a full-face crash helmet with the visor lowered.**
- The refuelling crew shall be comprised of one crew member holding a readied fire-extinguisher; one holding the refuelling device and one manning the shut off valve on the refuelling rig, if used. The shut off valve must always be manned during the refuelling process.
- No refuelling is allowed in the Pit Garage, under any circumstances.
- No work of any nature is allowed on the vehicle whilst it is being refuelled.
- Vehicles may be refuelled by gravity feed only.
- Bulk fuel (i.e. 200 litres) may not be stored in the Pit Garage or Pit Front at any time.
- The refilling of fuel rigs with electric pumps is not permitted unless the equipment complies with FIA standards otherwise only manual, or air pressure pumps may be used.
- No booms may cross the pit lane at a height of less than 1.90 meters.
- Fuel spillage of any nature will subject the vehicle to a drive through penalty.
- All cars must be connected to an earth point whilst refuelling.
- Contravention on any of the above items will be penalised.
- A Driver change may be done whilst refuelling

28. PITS & PIT LANE

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

A list of pit allocations, if applicable, will be communicated electronically prior to the event.

No vehicle, other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first official qualifying practice until the conclusion of the final race on the day of the race meeting (refer SSR 37), unless specifically granted permission to do so by the Officials. A competitor contravening this regulation may be fined or excluded at the discretion of the Clerk of the Course. Any equipment required to be moved in or out of the pit buildings must be taken out through the rear of the pit during this period.

Access for tow / road vehicles are not allowed in the pits on the Saturday of the event. The following procedures are to be followed;
• Driver to proceed with trailer to the area behind the Clubhouse. SECURE YOUR TRAILER. • Driver to offload their race vehicles and equipment from their trailer and race vehicle to drive / ride into the pit area. • When the race vehicle has finished the last heat, the competitor will drive / ride the race vehicle out of the pit area to the trailer in the designated area behind the Clubhouse.
Pit scooters are banned from the pit area. Failure to comply with this request will result in the offending vehicle being impounded.
PIT LANE SPEED LIMIT IS 40 Kph.
PIT LANE: • Only 5 technicians (Car Crew) can work on a car whilst it is stationary in front of the Pit Garage on Pit Lane. • A maximum of 2 crew may be present on the pit wall. These will be identified and accredited separately at the begin of the event • Drivers and Team Managers may be part of the 5 technicians but not in addition to. • Wheels may be changed on the Pit Lane. • Fluids and lubricants may be checked and topped up on the Pit Lane. • No mechanical or electrical work may be carried out on the pit lane except brake pads and rotors may be changed in the pit lane. Brief checks may be carried out, but should other work be required the vehicle must be pushed into its pit garage before any work can commence. Contravention of this rule may be penalised. • Vehicles may not be push started during the race. • Vehicles leaving the pit area may be assisted with a push by crew if it is attempting to pull off under its own power. • The Pit Lane Officer will only communicate with the Team Manager on instructions received from the Clerk of the Course.

29. CAPE SIX HOUR ENDURANCE REGULATIONS

The Cape Six-Hour comprises two separate Three-Hour races, both being run an hour apart on Sunday 14th December 2025. **There will be a parade of legends on Sunday 14 December.** The Cape Six-Hour races will start at 11:00. At the end of the first Three-Hour at 14:00, the cars will return to the pits and may be repaired/worked on in preparation for the second Three-Hour race. The positions based on number of laps and times from the first Three-Hour will be used to determine the starting positions of the second Three-Hour race. The results for the Cape Six-Hour Endurance Race will be determined by combining the number of laps and times for the two Three-Hour events.

This endurance event is unique in that it will be run within set lap times with the overall limiting factor being the rule is that if the fastest break-out time for each class is exceeded, that lap time will be deleted. This rule will apply to all classes.

CLASSES:

- A: 1:12:00 – 1:14:999
- B: 1:15:00 – 1:17:999
- C: 1:18:00 – 1:20:999
- D: 1:21:00 – 1:23:999
- E: 1:24:00 – 1:26:999
- F: 1:27:00 – 1:29:999
- G: 1:30:00 – 1:32:999
- H: 1:33:00 – 1:35:999

Race Requirements:

- A minimum of two drivers per car required to the max of 4 drivers.
- No driver may drive for less than sixty minutes in each of the Three-Hour events. There will be a five-lap penalty for contravention of this rule per Three-Hour event.
- A minimum of four pit stops is required in the Cape Six-Hour, with a minimum of two in each of the Three-Hour components. There is a minimum time to be set for each of the pitstops.

30. THREE HOUR CHALLENGE REGULATIONS

Those competitors only wanting to do a single Three-Hour endurance race, will compete in the first leg of the Cape Six-Hour. Competitors in Three-Hour Challenge will NOT be considered for the overall Six-Hour results. Other than compliance with MSA safety regulations and the overall limiting factor regarding lap times, the Three-Hour challenge is open to any type of vehicle, with no restriction on capacity, performance, tyres, etc.

This challenge will also be run according to time-based classes as above (Six-Hour Race). If the fastest class break-out time is exceeded, that lap will be deleted. This applies to all classes.

Race Requirements:

- A minimum of two drivers per car required to the max of 4 drivers.
- No driver may drive for less than sixty minutes in each of the Three-Hour events. There will be a five-lap penalty for contravention of this rule per Three-Hour event.
- A minimum of two pit stops is required.

31. 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.

32. GENERAL RACE INFORMATION

A change of driver / vehicle or rider / motorcycle, may be permitted with the consent of the Stewards of the Meeting, subject to valid reasons for such change being given (refer GCR's 99 (vii), 152 (viii), 238 and 259).

COURSE CAR:

A Course Car may be utilised, when required in accordance with the provisions of SSR 45.

THE RULE OF THE ROAD IS "KEEP RIGHT" ON THE STRAIGHTS THUS ALLOWING FASTER VEHICLES TO PASS ON THE LEFT.

The WPMC recognize both pit lanes as the only area for signalling to competitors.

Number of persons allowed on Pit Wall is restricted to three (3) persons per race vehicle.

A penalty will be applied if this Rule is not adhered to.

Incidents / Retirements – competitor's attention is drawn to SSR 61.

VEHICLES ABANDONED ON CIRCUIT: – competitor's attention is drawn to SSR 60.

Any saloon car abandoned on the circuit must be left unlocked and, if a steering lock is fitted, the key left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the circuit and locked will be moved by any practical and available means and the Promoters, Organisers and Officials will not be liable for any subsequent damage. Refer to SSR 10 (iii). Vehicles /motor cycles which stop on the circuit during a race as a result of crash damage, mechanical or other failure to return under their own power or by recovery are required to go to the scrutineering facility for examination before proceeding to the pits / paddock area.

Incidents during practice sessions – Competitors are advised that, should there be an incident during a practice session, which would involve the clearing of the circuit; their practice session may be forfeited due to the clearing time required.

RETRIEVAL OF VEHICLES: Please note that due to the full programme of events vehicles which need to be removed from the circuit will be moved into a "green break" by the Marshals. Retrieval of vehicles from "green breaks" is the responsibility of the competitor concerned and it is not the responsibility of the Officials to return vehicles/parts to the competitor's pits.

SHOULD A COMPETITOR REQUIRE ASSISTANCE WITH A VEHICLE THEY ARE REQUESTED TO CONTACT RACE CONTROL WHO WILL ASSIST WHEREVER POSSIBLE. THE PROMOTERS AND / OR ORGANISERS AND / OR OFFICIALS RESERVE THE RIGHT TO REMOVE VEHICLES WHICH HAVE BEEN BADLY DAMAGED TO THE SCRUTINEERING BAY FOR INSPECTION.

33. TIMEKEEPING

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

- Timing transponders will be collected by a nominated category representative at a time and venue pre-determined by the event organisers.
 - 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 MAY BE BLACK FLAGGED.

- Timing transponders are to be returned to the **nominated category representative** prior to their leaving the circuit (i.e. within half (1/2) hour of the competitor's last race). Transponders not returned by this time are to be returned by no later than 16h00 on Monday following the race meeting to Craig Lavis contact number 072 362 1515 or Sean Lavis contact number 071 305 5417 by hand delivery and not courier.
ZA Timing
ERIC SCHULTZ
TEL: 041 581 6994 / CELL: 082 875 5833
EMAIL: eric@zatiming.co.za
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R500 by the timekeepers for the first week or part thereof and R250 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))
- If the transponder is lost or broken the competitor is liable to pay the value of the transponder at that point in time. No further transponders will be issued to a competitor concerned until such time that the transponder levy is paid. Once the levy is paid, the lost / broken transponder belongs to the competitor concerned.
All competitors must use the transponder holder in the positions specified (refer SSR 83).

34. 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 via the WhatsApp notice board:

<https://chat.whatsapp.com/GRdZPgaVhhi2ZUCNHJKWkQ>

After every race, the 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.

35. PROTESTS / APPEALS / PENALTIES

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

36. PRIZE GIVING

Prize Giving will take place in the Clubhouse ONE (1) hour after the last race of the event

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

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

Awards for the Cape Six-Hour Endurance Race

- Overall 1st to 5th place
- Index of performance 1st to 5th place
- Class awards 1st to 3rd place
- The overall positions as well as class positions will be awarded on combined laps and times of the two Three-Hour races.

Awards for Cape Three-Hour Challenge

- Overall 1st to 3rd place
- Overall Index of performance 1st to 3rd place
- Class awards 1st to 3rd place

37. 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/ she may thereby incur, other than as specified in GCR 244.

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.

38. 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.

Tyre warmers may NOT be plugged into the mains power supply at the circuit.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing, or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the circuit or pit lane, may be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the competitor's exclusion, he /she will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 (vii).

39. 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.