



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:		WPMC Short Circuit 8 Hour Motorcycle Endurance Race					
DATE OF EVENT:		13 & 14 December 2025					
STATUS OF EVENT:		Please indicate below:					
INVITATIONAL		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:		Formula K Circuit Killarney International Raceway					
GPS CO-ORDINATES:		Latitude: 33,8253. Longitude: 18,5296					
DIRECTIONS:		Potsdam Road, Killarney Gardens					

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Western Province Motor Club – Short Circuit
NAME OF CONTACT PERSON:	Andrew Hutchings
CONTACT NUMBER:	082 775 0966
EMAIL ADDRESS:	scr.killarney@gmail.com
ORGANISERS NAME:	Western Province Motor Club – Short Circuit
ORGANISERS ADDRESS:	6 Potsdam Road, Killarney Gardens
NAME OF CONTACT PERSON:	071 282 4074
CONTACT NUMBER:	Megan.henning2015@gmail.com
EMAIL ADDRESS:	071 282 4074

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), 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-2025320	Permit issued (date):	13 November 2025
Please note that the MSA Flag will be prominently displayed at: At the start / finish line		

5. ELIGIBILITY OF COMPETITORS

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

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

[2025-MSA-WPMC-Short-Circuit-Endurance-Series-Rules-WC-126_25-V2-02.04.2025](#)

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 Jan 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 who haven't competed before or riders who record lap times slower than 58 seconds, or any other rider at the discretion of the CofC, need to wear a reflective vest over their leathers whenever they are on the track during the event.

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 riding (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 2025 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 2025, which must include repatriation.

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>Paul Lehman</i>		<i>13807</i>
ASSISTANT CLERK OF THE COURSE	<i>TBA</i>		<i>TBA</i>
MSA STEWARD	<i>Dennis Agnew</i>		<i>13791</i>
CLUB STEWARD	<i>Derek Hendricks</i>		<i>09502</i>
ENVIRONMENTAL STEWARD	<i>Derek Hendricks</i>		<i>09502</i>
EVENT SECRETARY	<i>Megan Henning</i>		<i>42874</i>
TIME KEEPING SERVICE PROVIDER	<i>ZA Timing</i>		
CHIEF TIME KEEPER	<i>TBA</i>		<i>TBA</i>
CHIEF MARSHAL	<i>Pieter Henning</i>		<i>13793</i>
ENDURANCE SAFETY BIKE RIDER	<i>Willie Morries</i>		<i>33917</i>
SCRUTINEERS MOTORCYCLES	<i>Danie Preston</i>		<i>37453</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:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

[2025-MSA-WPMC-Short-Circuit-Endurance-Series-Rules-WC-126_25-V2-02.04.2025](#)

CLASS:	STATUS:
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.

Your entry is only regarded as official once the entry fee has been paid. Payment must be made before the start of official practice. No competitor will be allowed to take part in the official practice if all documentation for the entry has not been received and payment for the full entry fee has not been received

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)
- Self-declaration scrutineering form

Entries open:	Immediately
Entries close (Refer to GCR 104):	Sunday, 30 November 2025 at 24:00
Entry fees as follows:	(Refer to GCR 95)
8hr Endurance	R2 500.00 (for all entries received after 24:00 on 23 November 2025 until Sunday 30 November 2025 at 24:00 and includes official practice fee)
Late entry fee:	Additional R 800.00 over and above the R2 500.00 Late entries received after 24:00 on Sunday 30 November 2025 will be accepted, subject to the additional late entry fee being paid, until Monday 01 December 2025 at 24:00.
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 – Megan Henning
Event Secretary contact number:	071 282 4074
Event Secretary email address:	Megan.henning2015@gmail.com
Event Secretary fax number:	n/a

- 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 10 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

The Organisers reserve the right to change the programme as necessary.

Friday – 12th December 2025: UNOFFICIAL PRACTICE - 14:00 to 18:00

Saturday – 13th December 2025: UNOFFICIAL PRACTICE - 09:00 to 13:00

OFFICIAL PRACTICE - 14:00 to 18:00

DOCUMENTATION – 14:00 onwards

RACE DAY – SUNDAY 14th DECEMBER 2025: See program below

Scrutineering (vehicle logbook required) - 07:00 to 08:30

Competitors briefing in the Pits before Qualifying – **attendance by entrants is compulsory!**

Provisional Timetable Sunday 14 December 2025

Documentation	
SCRUTINEERING (Vehicle log book required) - AT PARC FERME	07h00 - 08h30
DOCUMENTATION	07h00 - 08h30
Rider's briefing	08h30
Practice	09h00 - 09h15
Qualifying	09h15 - 09h30
8hr Endurance	
Pit lane Opens	09h45
Motorcycles line up on grid	09h45 - 09h55
Pit Lane Closes	09h55
Start of 8 hr	10h00
Finish of 8hr	18h00

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

Motorcycles 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.
All entrants to attend Rider's briefing. Non-attendance will result in a penalty been applied by the COC and this could be (but is not limited to) starting at the back of the grid for all the heats on the day, or a monetary fine, or any other such penalty as the COC deems necessary.

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 5 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 Sunday morning. The starting positions will be based on the fastest lap time achieved by the motorcycle in the qualifying sessions, with fastest time Pos 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 5 minutes prior to the start of the race.

Pit Lane will close 5 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.

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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27. PITS & PIT LANE

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

PIT LANE / SAFETY BIKE:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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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 **Clockwise direction**.

Each competitor will be required to wear a coloured arm band for commentary purposes. A R50.00 deposit will be charged which will be refunded when the band is returned at the end of the race. **Collection of the Armband is to take place before the qualifying and to be paid in cash.**

The 3 crew members / assistants who assist in the Refueling lane will need a Pit pass. A R50.00 deposit will be charged which will be refunded when the band is returned at the end of the race

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:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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

PENALTIES:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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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:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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ELIGIBILITY OF MOTORCYCLES:

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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TECHNICAL SPECIFICATIONS:

TWO STROKES (80cc)

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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FOUR STROKES (125's)

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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FOUR STROKES (150's)

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

[2025-MSA-WPMC-Short-Circuit-Endurance-Series-Rules-WC-126_25-V2-02.04.2025](#)

CHINESE MOTORCYCLES

Refer to the 2025 WPMC Short Circuit Endurance Series Regulations as published on the Motorsport South Africa website:

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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. (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 **Marquee set up next to the track, from 19:00 onwards.**

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.

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.