



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	WPMC Short Circuit Club Championship – Round 1						
DATE OF EVENT:	13 & 14 February 2026						
STATUS OF EVENT:	Please indicate below:						
INVITATIONAL		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	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:	Megan Henning
CONTACT NUMBER:	071 282 4074
EMAIL ADDRESS:	Megan.henning2015@gmail.com

3. JURISDICTION

- Held under the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), and these Supplementary Regulations (SRs), MSA's Safeguarding Policy as well as any Final Instructions or Bulletins which may be issued.
- All relevant 2026 category regulations.
- Any other relevant MSA Circulars of 2026, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2026011	Permit issued (date):	28 January 2026
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:

2026 WPMC Short Circuit Club Regulations

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 Club Championship regulations issued by the Western Province MSA Regional Office and by the Western Province Motor Club.

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 five (5) 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 MSA Circuit Racing SSRs 17, 46, 48, 49, 50 and 51.

Any competitor consistently using the verges will be guilty of unsafe driving (refer MSA Circuit Racing SSRs 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 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 licence for the class that S/he will be competing in. 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 / 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 MSA Circuit Racing 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.

Black numbers on white background for most classes.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCRs.

14. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
CLERK OF THE COURSE	<i>Paul Lehman</i>	<i>C</i>	<i>13807</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>		
CHIEF MARSHAL	<i>Pieter Henning</i>		<i>13793</i>
SPECIALIST SCRUTINEER MOTORCYCLES	<i>Carl Vismer</i>		<i>34287</i>
SCRUTINEERS MOTORCYCLES	<i>Danie Preston</i>		<i>37453</i>
GRID MARSHAL	<i>Megan Henning</i>		<i>42874</i>
STARTER	<i>Kathryn Hutchings</i>		<i>339752</i>
MEDICAL SERVICE PROVIDER	<i>SA Paramedics</i>		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
<i>MiniMoto / PocketBike GP</i>	<i>Social</i>
<i>NSF100</i>	<i>Club Championship</i>
<i>125 Juniors and Seniors</i>	<i>Club Championship</i>
<i>150 Seniors and Masters</i>	<i>Club Championship</i>
<i>SSP300</i>	<i>Club Championship</i>
<i>Moto 3</i>	<i>Club Championship</i>
<i>Moto 4</i>	<i>Club Championship</i>
<i>Super Mono's</i>	<i>Club Championship</i>
<i>Super Motards Seniors</i>	<i>Club Championship</i>

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

<ul style="list-style-type: none"> - Proof of payment for entry fee - Copy of the MSA licence (this can be obtained from www.msaonline.co.za) - Self-Scrutineering Declaration Form must be completed and handed to the Scrutineer 	
Entries open:	Immediately
Entries close (Refer to GCR 104):	Sunday 08 February 2026 at 24:00 (Late entries close on Monday 09 February 2026 at 18:00)
Entry fees as follows:	(Refer to GCR 95)
All classes (incl NSF)	R 650.00
Second Class / MiniMoto	R 300.00
Late entry fee:	R 400.00
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:	scr.killarney@gmail.com
<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). • 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: <ul style="list-style-type: none"> a) 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. b) Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101). c) 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 SUBMITTING 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 and combine or split categories prior to the closing date of late entries, should the number of entries so dictate (refer GCR 140 (v)).

Documentation - Will be done and submitted electronically.

Friday 13 February 2026

OFFICIAL PRACTICE - 14:00 to 18:00

Saturday – 14 February 2026

RACE DAY – See program below

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

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

Provisional Timetable

Saturday 14 February 2026

Documentation	
SCRUTINEERING (Vehicle log book required) - AT PARC FERME	07h00 - 08h30
Riders briefing	08h00
Practice - 8 mins	08h30
Clubsport & Super Motards	08h30
150cc Seniors & Masters	08h40
125cc Juniors & Seniors	08h50
Qualifying - 8 mins	8 mins
Clubsport & Super Motards	09h05
150cc Seniors & Masters	09h15
125cc Juniors & Seniors	09h25
Heat 1	10 laps
Clubsport & Super Motards	09h45
150cc Seniors & Masters	10h05
125cc Juniors & Seniors	10h25
	10 laps
Clubsport & Super Motards	10h50
150cc Seniors & Masters	11h10
125cc Juniors & Seniors	11h30
Heat 3	10 laps
Clubsport & Super Motards	12h55
150cc Seniors & Masters	12h15
125cc Juniors & Seniors	12h35

20. SCRUTINEERING

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

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.

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)

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.

Transponder holders must be in the designated position on the vehicle when the vehicle is presented for scrutiny.

21. RIDERS BRIEFING

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

Riders briefing in front of the stands before Qualifying

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 SSRs 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 **105dB** 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 95dB. 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 to remain in / on vehicles as far as possible until assistance is provided.

25. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCRs 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).

All classes:

1st Race: Will be determined by lap times posted during qualifying session, with the fastest competitor being placed in pole position.

The grid for the 2nd and 3rd race will be determined by the finishing positions in the proceeding class race.

Competitors not lining up in time at the start of a race or in the incorrect position will have to start at the back of the grid.

Competitors must ensure that they know their grid position prior to entering the circuit. The Grids will be posted on the WhatsApp Notice Group.

JUMPS STARTS / CLIPPING OF ROPES:

Forfeit 3 places or any other penalty at the discretion of the CofC deemed fit for the penalty within that race. Next grid based on official race result after the penalty has been applied.

26. REFUELLING

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

Refer to MSA Circuit Racing SSRs 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 SSRs 68 and 69).

27. PITS

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

All race vehicles are to proceed with caution on entering and exiting the pit area. No private cars or trailers will be allowed into the pit area, anyone found disregarding this rule may be liable for a fine of R1000.00.

No vehicles or trailers are allowed in the pit area during racing to load any equipment. In the event of any competitor loading equipment in the Pits, he / she may be excluded from the day's events.

In the event of a delay only air-cooled vehicles will be permitted to circulate in a clockwise direction as slow as possible in the pit area. No other classes will be permitted to circulate prior to starts. Unruly behavior or speeding in the pit area will not be tolerated and could lead to exclusion for the race day at the discretion of the CoC.

NO ALCOHOL ALLOWED IN THE PIT AREA.

PIT GATE:

The gate will be closed after the last competitor has gone out onto the track for the warm up lap/s.

The gate will be opened for late competitors only once:

Clockwise direction – once the race has started and the entire grid has passed the gate.

Anti-clockwise direction – once competitors have lined up on the grid, to join at the back of the grid.

28. SIGNALLING

Refer to Appendix H

- Competitors are reminded of the procedure in MSA Circuit Racing 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 MSA Circuit Racing SSRs 17, 49, 50 and 51.
- No exceptions will be tolerated.

RED FLAG:

If more than two (2) laps have been completed, then any rider that are the cause of the red flag will be excluded from the race restart should a restart occur and will be excluded from the race classification.

29. GENERAL RACE INFORMATION

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

CIRCUIT:

Competitors will use a circuit measuring approximately 1.37km.

Configuration **"A"** will be used for this race meeting.

A - Half Main Circuit Clockwise, Including RallyX Straight and Jonas Kink (Exit Oval circuit).

B - Half Main Circuit Anti Clockwise, Including RallyX Straight, Jonas Kink (Entry Oval circuit).

C - Half Main Circuit Clockwise, – Including Bus Stop.

D - Half Main Circuit Anti Clockwise, – Including Bus Stop.

E - Half Main Circuit Clockwise – Including RallyX Straight (Exit Turn 3).

F - Half Main Circuit Anti Clockwise – Including RallyX Straight (Entry Turn 3).

WITHDRAWAL OF AN ENTRY:

Refer GCR 110. Entries withdrawn prior to commencement of qualifying session of your class will result in a holdover of 50% of entry fee to next event.

RACE DURATION:

Race duration will be determined by the organizers subject to the number of entries received per race and especially during winter months due to late sunrise and early sunset.

The race distance will be two or three heats per event, to count towards the Club Championship, except for Invitational Classes.

The organizers may cancel a race should less than six (6) entries be received for any particular class and / or combine the class affected, with another class. SAFETY PERMITTING.

REPORTING OF INCIDENTS / ACCIDENTS:

All reports will be done electronically. Forms will be available from Race Control to be collected by the Class Representative. No vehicle, having been involved in an accident, may participate further, until such time that the vehicle has again been passed by the Scrutineer. (Refer 2026 MSA Circuit Racing SSR 61).

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 / driver from Race Control and they must hand in their membership book to receive their transponder. Riders / Drivers 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 races will be scored towards the Championship in each separate class. IN THE EVENT OF A TIE, the competitor with the greatest number of 1st places will be declared the winner, failing first, then 2nds and so on.

Should a tie still not be resolved, then the winner will be determined at the discretion of the Stewards of the Day.

Qualifying and race results will be distributed electronically via the WhatsApp After every race the results which have been posted on the WhatsApp group will become final 30 minutes after posting. <https://chat.whatsapp.com/FEZEKmtKFxRBongLOTLQkQ>

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

Points will be awarded in each class as per class rules set out for the pertaining year.

32. PROTESTS / APPEALS / PENALTIES

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

33. PRIZE GIVING

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

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

Competitor's attention is drawn to GCRs 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

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.

37. RED FLAG PROCEDURE

Please take note of MSA Circuit Racing SSR 41 A (3) with the only change being: Proceed slowly – all motorcycles shall proceed slowly to the Red Flag Holding Zone (as indicated by the Clerk of the Course at riders briefing) with no overtaking being permitted. The change in wording for the above is only permitted for short circuit layout "A" and "B" at Killarney half main and kart circuit.