

SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	<i>Historic/ Inland Championship</i>						
CHAMPIONSHIP ROUND/S:	<i>Round 1</i>						
DATE OF EVENT:	<i>27th & 28th March 2026</i>						
STATUS OF EVENT:	Please indicate below:						
DEVELOPMENT		SOCIAL		CLOSED CLUB		CLUB	x
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	<i>Zwartkops Raceway</i>						
GPS CO-ORDINATES:	<i>S 25.81161 E 28.11483</i>						
CIRCUIT DETAILS:	<i>012 384 2299/ admin@zwartkops.co.za</i>						
DIRECTIONS:	<i>R55, Lekkerhoekie 450-Jr, Pretoria, 0137</i>						

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	<i>Zwartkops Raceway</i>
NAME OF CONTACT PERSON:	<i>Zelda Verster</i>
CONTACT NUMBER:	<i>071 670 0585</i>
EMAIL ADDRESS:	admin@zwartkops.co.za
WEBSITE:	https://www.zwartkops.co.za/
ORGANISERS NAME:	<i>Legends of the 9 Hour</i>
NAME OF CONTACT PERSON:	<i>Zelda Verster</i>
CONTACT NUMBER:	<i>071 670 0585</i>
EMAIL ADDRESS:	admin@zwartkops.co.za
WEBSITE:	https://www.zwartkops.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) for Circuit, and these Supplementary Regulations (SR's), as well as any Final Instructions which may be issued.
- Any relevant MSA Circulars of 2026, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

Link to the 2026 MSA GCR's –

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2026029	Permit issued (date):	11 February 2026
Please note that the MSA Flag will be prominently displayed at: Zwartkops Raceway		

5. ELIGIBILITY OF COMPETITORS

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

The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles/motorcycles comply with the specifications as per the MSA Handbook and relevant Regional Championship Regulations. ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING ENTRANT, DRIVER, VEHICLE PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES. Refer to Standard Supplementary Regulations 1 and 2.

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:

1. Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51. - Any competitor who 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 (i) (a). Judges of Fact/Observers may be appointed in terms of GCR 161 and their names will either be listed in the Final Instructions or by an Official 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 that, having been signalled in terms of Appendix "H", Article 6, and who continue to disregard safe driving conduct might be black flagged. Any competitor disregarding the black flag will be excluded from the race.
2. ONE OR MORE Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be stated in the list of officials, or communicated to competitors in the Final Instructions, or by means of an Official Bulletin.
3. 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, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 (vii). INCIDENTS/RETIREMENTS: Competitors attention is drawn to SSR's 60, 61 and 62.
4. VEHICLES ABANDONED ON CIRCUIT: Any vehicle abandoned on the Circuit must be left unlocked; if a steering lock is fitted the key must be left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit, which is locked, will be moved by any practical and available means and the Promoters, Organizers and Officials will not be liable for any subsequent damage (SSR 10 (iii)).
5. INCIDENTS DURING PRACTICE SESSIONS: Competitors are advised that, should there be an accident during a practice session, which involves the clearing of the Circuit, their practice session will forfeit the cleaning time required.
6. RACING FUEL, OIL OR COOLANT SPILLAGE ON THE CIRCUIT: Competitors are requested not to overfill their tanks as spillage of fuel is damaging the surface of a race circuit. Any vehicle spilling fuel, oil or coolant, should leave the circuit immediately and pull off to a safe and stationary position on the side of the circuit (Refer to SSR 50 (iii), (iv) and (v)).
7. It is the express wish of the Organisers that any Incidents/Accidents are reported to the Clerk of the Course and if necessary, a written report submitted where required ; SSR 61 (ii) (b).

8. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the MSA Environmental Code:

1. 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, quads, cars, karts, etc) is allowed by the organizers.
2. For Cars, Karts and Quads 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.
3. In combination with the Environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oilspill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
4. The key-elements to consider, when deciding on an environmental mat, are the following:
5. The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
6. Under no circumstances must it allow vehicle fluids to seep through onto the soil, thus having to consist of an **impermeable** (liquid proof) base.
7. 5. 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 off 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 call / WhatsApp After Hours only 063 371 4760

10. ENTRANTS LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 22 and 114:

Where the entrant is NOT the Driver/ rider, an entrant's licence must be obtained from MSA and submitted together with the entry form / online entry application. Failing which, the entrants name **WILL NOT** be published in the event programme.

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 motorcycle is entered.

12. COMPETITION NUMBERS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 249:

Competition numbers must be displayed on the front and both sides of the vehicle. Refer GCR 246, 249 and SSR 4 and individual category/class SSR's.

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>Jean-Louis Maraz</i>	<i>A</i>	<i>21786</i>
CLERK OF THE COURSE – HRSA & PURSUITS	<i>Gert Botes</i>	<i>B</i>	<i>6821</i>
MSA STEWARD	<i>Andrew Shillinglaw</i>		<i>6559</i>
CLUB STEWARD	<i>Jackie Schreiber</i>		<i>15541</i>
SAFETY OFFICER	<i>Norman Shivambe</i>		
ENVIRONMENTAL STEWARD	<i>Zelda Verster</i>		<i>26465</i>
EVENT SECRETARY	<i>Zelda Verster</i>		<i>26465</i>
EVENT SECRETARY	<i>Tanya Thompson</i>		<i>28143</i>
CHIEF SCRUTINEER	<i>Ralph Kernes</i>		<i>01902</i>
CATEGORY SCRUTINEER – HISTORIC SINGLE SEATERS	<i>Michael Kernick</i>		<i>4751</i>
TIME KEEPING SERVICE PROVIDER	<i>MOTO Timing</i>		
CHIEF TIMEKEEPER	<i>Morne Venter</i>		
CHIEF MARSHAL	<i>Stephen Kotze</i>		<i>4765</i>
MEDICAL SERVICE PROVIDER	<i>Med-Assist</i>		
CHIEF MEDICAL OFFICER/CMC	<i>Donevan Cooper</i>		
STARTER	<i>Joanna van Vuuren</i>		
RACE CONTROL	<i>Ivenette Visage</i>		
RACE CONTROL ASSISTANT	<i>Cher Stander</i>		
COMMENTATOR	<i>Greg Moloney</i>		
COMMENTATOR	<i>Leon Odendaal</i>		
TECHNICAL CONSULTANT – LOTUS	<i>Fred Alberts</i> <i>Ken Cloud</i>		
TECHNICAL CONSULTANT – HRSA RACING	<i>Adriaan van Niekerk</i>		
TECHNICAL CONSULTANT – LEGENDS OF THE 9 HOUR	<i>John Ten Doeschate</i>		
TECHNICAL CONSULTANT – CLUBMANS	<i>Rodney Kruis</i>		

15. CATEGORIES

Refer to Individual Standing Supplementary Regulations:

CATEGORY:	STATUS:
ATS/Dunlop Lotus Challenge	Club Championship
Evapco HRSA Racing	Club Championship
Evapco Pursuit Challenge	Club Championship
Formula Monoposto including South African Formula M and Formula Libre Gauteng	Club Championship
Historic Single Seaters	Club Championship
INEX Legends SA	Club Championship
Legends of the 9 Hour Marlboro Crane Hire Pre'66 Productions Cars	Club Championship
Legends of the 9 Hour Marlboro Crane Hire Pre'66/68 LITTLE Giants Incl. U2	Club Championship
Legends of the 9 Hour Pre'2016 Classic GT	Club Championship
Legends of the 9 Hour Pre'74 International Sports Racing Prototypes, Trans-AM	Club Championship
Legends of the 9 Hour Pre'66/68 Le Mans Sports & GT	Club Championship
MHCC & Trofeo	Club Championship
Real Pro Auto Clubman's & NSCC Association	Club Championship
SilverCup2.0 Car Care Clinic	Club Championship

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted.

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
- Payment for the entry
- Copy of the MSA licence

Should the number of entries received 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 the order of being received, up to a maximum of 44 saloon type cars or 36 singleseaters and 42 motorcycles only

- i. Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- ii. Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109
- iii. **The organizers reserve the right to cancel a category should less than 15 entries be received.**
- iv. A change of driver/vehicle will be permitted subject to valid reasons for the change being given and the Stewards of the Meeting agreeing to the change. Refer to GCR 238

Entries open:	IMMEDIATELY
Entries close (Refer to GCR 104):	11 March 2026
Entry fees as follows:	(Refer to GCR 95) Please take note that any competitor who has not paid his entry fee by close of business on 11 March 2026 be permitted to access the circuit. No payment will be accepted at the circuit.
Club Championship	R2 150 (Inc VAT and MSA levy)
Second Entry fee:	R 850 (Inc VAT and MSA levy)
Late entry fee:	R 250
Banking Details – Name of Bank:	ABSA Edenvale

Account number:	405 885 3538
Account name:	<i>Legends of the 9 Hour</i>
Branch code:	630-642
Proof of payment to be sent to:	admin@zwartkops.co.za
Event Secretary contact number:	071 670 0585
Event Secretary email address:	admin@zwartkops.co.za

17. ENTRY TO THE VENUE

4 tickets to Club Championship competitors

18. PROGRAMME OF EVENTS

DATE & TIME	DETAILS BELOW:
	<u>FRIDAY</u>
	<u>SATURDAY</u>

19. OFFICIAL NOTICE BOARD

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

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

Notifications will be done via the WhatsApp link: <https://chat.whatsapp.com/EH8w1oaFu6HH4f0z8mhpZJ>

20. DOCUMENTATION

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

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 **will take place and the following will be adhered too:**

- Will take place at the Scrutineering Bay**
- 27th & 28th March 2026 from 7am**
- Application for late Scrutineering in the office**
- Penalty for late Scrutineering – To be confirm on the day.**
- Cars need to be Scrutineered before Qualifying**
- Penalty for not scrutineering your car - To be confirm on the day.**

Self-declaration of vehicle safety and eligibility will still apply

Self-scrutineering declaration form will be sent out with event supplementary regulations and entry forms.

22. DRIVERS/ RIDERS BRIEFING

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

Drivers/ Riders briefing will be via the Online/Electronic Notice Board link or a virtual link:

<https://chat.whatsapp.com/EH8w1oaFu6HH4f0z8mhpZJ>

23. SAFETY APPAREL / EQUIPMENT

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

No sharing of competitor or official's apparel:

- All participants must provide and wear their own specific protective apparel
- Equipment must be thoroughly wiped down with disinfectant prior to deployment.
- Equipment must be deployed and operated by 1 person wherever possible.
- Equipment must not be shared unless absolutely necessary, in which cases appropriate hygiene measures are to be implemented.

24. PRE-RACE / PADDOCK / PARC FERMÉ

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

PRE-RACE PADDOCK

- **IT IS COMPULSORY FOR ALL COMPETITORS TO LINE UP IN PRE RACE PADDOCK BEFORE THE START OF EACH QUALIFYING SESSION/RACE. THE PRE RACE PADDOCK SERVES AS THE DUMMY GRID.**
- **PIT LANE STARTS WILL BE FROM PIT EXIT, UNDER THE CONTROL OF AN OFFICIAL.**
- The pre-race paddock is situated on the northern side of the pit complex. In accordance with SSR 25, competitors must be ready to proceed to the pre-race paddock thirty (30) minutes before the scheduled start time of their race. Thirty (30) minutes before the scheduled start time of each race, competitors competing in that race concerned **MUST** move to the pre-race paddock in their **CORRECT ALLOCATED GRID POSITION**. Failure to do so will result in the competitors starting at the back of the grid.
- Access to the pre-race paddock will be closed 5 minutes before the start time of that race. Any competitor failing to enter the pre-race paddock before the closure of the access gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap. Refer to SSR 38.
- **FORMATION LAP** - Competitors will leave the pre-race paddock in grid order and proceed around the circuit in formation. As in Formula One, competitors will form up in their proper grid position, not switch off engines and within 2 minutes be given the starting flag or lights. Should a competitor not maintain grid position on the formation lap, that competitor will start at the back of the grid

PARC FERMÉ:

- All competitors who have completed two-thirds of race distance are classified as finishers and unless otherwise directed by the Clerk of the Course, are required to bring their vehicle to parc fermé immediately after their last event of each category.
- The Parc Fermé is based next to the top pit area (Refer GCR 252).
- The Organisers reserve the right to impound and examine any vehicle/motorcycle at their discretion (refer GCR 254).
- In terms of GCR 200 (v), and (x) all competitors are requested to remain at the circuit until **AT LEAST THIRTY (30) MINUTES** after their last heat, or until such time as any protest/appeal time affecting their category's results has elapsed.
- All categories that use parc fermé and the weighing facilities are to ensure that their competitors know the regulations per category.
- Competitors to remain in their vehicles as far as possible until assistance is provided.

25. 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 timed qualifying sessions, unless otherwise stipulated in the regulations for the category concerned. The vehicle or 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) drivers or riders combinations recording the same lap time, the more favourable grid position will be allocated to the driver who established that time first.

- At the discretion of the Clerk of the Course competitors who are not recorded on the grid for either the first or the second race may be positioned at the back of their class.
- Where there are two races per category, the starting order for the second race will be based on the finishing order of the first race unless determined otherwise by the regulations for the category concerned.
- Standing starts, starting procedure will be one (1) warm-up lap, form up in correct grid positions. The two- minute (2) board will be shown, followed by the one (1) minute, thirty (30) second, five (5) second boards, the switching off of the red lights or dropping of the MSA Flag will denote the Start.
- The rolling start, start procedure will be one (1) sighting lap, formation on grid, followed by two (2) minute board, thirty (30) second board and then green flag denoting the start of the warm-up lap behind a pace car. On completion of the warm-up lap, the pace car will switch off its lights and enter the pit road and the formation will proceed towards the start line at the same speed as behind the pace car. The start will be denoted by the switching off of the red lights or the dropping of the MSA Flag (refer to SSR 39).
- The starting signal will be given by means of lights. Should these lights fail after the showing of the five second board, a "Start Delayed" board will be shown, and the start will proceed in accordance with SSR 38 E (iii) and the MSA Flag will be utilized. All subsequent starts will proceed with the use of the MSA Flag.

- Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the race.
- Competitors who do not take part in official timed practice must inform the Clerk of Course, one (1) hour before the first race of their intention to start.
- In the event of a timekeeping failure during Official Timed Practice, the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course in consultation with the relevant Association Chairman and with the approval of the Stewards. Should a competitor be deemed a non-finisher in the first heat, s/he must inform the Clerk of the Course IN WRITING WITHIN (1) HOUR OF THE COMPLETION OF THE FIRST RACE, that the Competitor would be in a position to start the second race. The Competitor will be permitted to start the second race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.
- Competitors who jump the start will be penalised in terms of SSR 38 j.

26. REFUELLING

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

Competitor's attention is drawn to GCR 240 with regard to fuel permitted. Replenishment of Lubricant and fuel is not permitted during any race or timed qualifying session.

27. PITS

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

28. SIGNALLING

Refer to Appendix H

29. GENERAL RACE INFORMATION

PIT LANE	The pit lane speed is restricted to 40 km/h
PADDOCK / PIT ROADS	Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters, or bicycles will be allowed in the paddock area. No loading and offloading may take place in Pits.
PIT HYGIENE	The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided – bins marked USED OIL are placed between the Medical Centre and the Pits.
SECURITY	Security guards will be provided but will not be held responsible for losses.

30. PRIZE GIVING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:

The prize giving will take place as soon as possible following the last event of the day once results are deemed to be final. Any competitor not present at prize giving to receive their trophy will forfeit it. Trophies will be ordered based on the number of entries received by the closing date of entries.

31. TIMEKEEPING

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

Timing will be done by means of transponders OR Number Recognition Cameras. All competitors must register with Timekeeping before they practice/qualify as to ensure that all the relevant information pertaining to the entrant, vehicle and sponsor etc, is recorded.

32. 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: 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.

33. PROTESTS / APPEALS / PENALTIES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 175:

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

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 any of these occurring, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that may be incurred, other than that 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 (vii).

Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.

35. GENERAL

Safety Plan 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.

Entrance fee to the event/ venue:	Adults: R120 Students: R100 Kids under 12: Free Tickets will be available at the office at Eunice info@zwartkops.co.za or 012 384 2299
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36.ZWARTKOPS RACEWAY HOUSE RULES – Refer SSR 24

- 1.** PIT LANE – The pit lane speed is restricted to 40 km/h.
- 2.** PADDOCK / PIT ROADS–Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters or bicycles will be allowed in the paddock area. No loading/offloading may take place in access roads or pit roads. No trailers will be allowed in the pits until the start of the last race.
- 3.** Damages on track will be for your own account. This includes barriers, pedestrian fence, tyre walls etc.
- 4.** No trailers may be parked in the Pit area. Your trailer must be moved to the trailer park.
- 5.** PIT HYGIENE-The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided – bright green bins marked USED OIL and OIL FILTERS
- 6.** Security guards will be provided but will not be held responsible.
- 7.** NO DOUGHNUTS, BURNOUTS OR ANY OTHER ACIVITY THAT MAY DAMAGE THE SURFACE OF THE PROPERTY WILL BE TOLERATED. A FINE OF UP TO R10,000 MAY BE IMPOSED FOR ANY INFRACTION
- 8.** The prize giving will take place at the Pit Stop Sports Cafe as soon as possible following the last event and after results become final. Any competitor not present at prize giving to receive their trophy will forfeit it.
- 9.** Trophies will be awarded based on total elapsed race time of competitors where there is more than one race for the category concerned.
- 10.** - 6 tickets to National Championship Competitors
 - 4 tickets to National/ Regional Challenge competitors
 - 4 tickets to Club Championship competitors
- 11.** VIP Parking @ R20 per car – Available on the day.