



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:	<i>Killarney Short Circuit 8 Hour Motorcycle Race</i>						
DATE OF EVENT:	<i>12 December 2020</i>						
STATUS OF EVENT:	Please indicate below:						
INVITATIONAL		SOCIAL	X	CLOSED CLUB		CLUB	
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
VENUE:	<i>Formula K Circuit Killarney International Raceway</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 – Short Circuit 8 Hour Committee</i>						
NAME OF CONTACT PERSON:	<i>Ryan Kat</i>						
CONTACT NUMBER:	<i>083 231 9156</i>						
EMAIL ADDRESS:	<i>info@shortcircuitracing.co.za</i>						
ORGANISERS NAME:	<i>Western Province Motor Club – Short Circuit</i>						
ORGANISERS ADDRESS:	<i>6 Potsdam Road, Killarney Gardens</i>						
NAME OF CONTACT PERSON:	<i>Janice Linaker</i>						
CONTACT NUMBER:	<i>083 235 3476</i>						
EMAIL ADDRESS:	<i>janicelinaker@gmail.com</i>						

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 General Circular 6 and 7 of 2020 as well as any Final Instructions or Bulletins which may be issued.
- Any other relevant MSA Circulars of 2020, will take precedence to these Supplementary Regulations.
- These regulations must be read and understood by all competitors.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 16427	Permit issued (date):	11 November 2020
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:

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 race date.

The endurance race shall be open to riders of 13 years and older. Riders between the ages of 11 and 13 may enter at the discretion of the Organisers, provided that the competitor has a minimum of 2 years proven race experience in the junior or similar classes.

All new riders that haven't competed before or does slower than 58 second lap times or at the discretion of the CofC or Organisers, need to wear a reflective vest over their leathers.

No competitor may aggressively over take or force the competitor wearing a reflective vest to have to “sit up” in a corner. competitor being reported as doing this will be subject to a penalty being imposed by the Clerk of the Course.

6. INJURY REGISTER

It is the responsibility of the competitor to ensure that they submit 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, by sending it to MSA Head Office for review and processing. It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

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 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.

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 2020 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 2020, 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.

Black numbers on white background for all classes.

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>Neva van der Merwe</i>	B	13414
MSA STEWARD	<i>Dennis Agnew</i>		13791
CLUB STEWARD	<i>Guy Moat</i>		04047
COVID-19 COMPLIANCE OFFICER	<i>Rhonette Rossouw</i>		MSA RM C W 0028
ENVIRONMENTAL STEWARD	<i>Yvette Heineman</i>		01105
EVENT SECRETARY	<i>Janice Linaker</i>		13833
TIME KEEPING SERVICE PROVIDER	<i>ESMK</i>		
CHIEF TIME KEEPER	<i>TBA</i>		
CHIEF MARSHAL	<i>TBA</i>		
SAFETY BIKE	<i>Guy Moat</i>		04047
SCRUTINEER	<i>TBA</i>		
SPECIALIST SCRUTINEER MOTORCYCLES	<i>Paul Linaker</i>		05391
MEDICAL SERVICE PROVIDER	<i>SA Paramedics</i>		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
Two Strokes (80cc)	Social
Four Strokes (150's)	Social
Chinese Motorcycles	Social

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. Entries are to be submitted on the Official Entry Form.

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)
- Attendance Register Questionnaire (must be emailed to the secretary by Friday, 27 November 2020)
- Self-Scrutineering Form (must be emailed to the secretary by Wednesday, 27 November 2020)

Daily Screening Questionnaire MUST be handed in on a daily basis at the gate.

Entries open:	Immediately
Entries close (Refer to GCR 104):	Friday, 27 November 2020 at 17:00
Entry fees as follows:	(Refer to GCR 95)
Early Bird All classes	R2000 (for all entries received up to 17 November 2020 at 17:00 and includes official practice fee)
All classes	R2200 (for all entries received after 17:00 on 17 November 2020 until Friday, 27 November 2020 at 17:00 and includes official practice fee)
Late entry fee:	R300 Late entries received after 17:00 on Friday 27 November 2020 will be accepted subject to the additional late entry fee being paid until 4 December 2020.
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 – Janice Linaker
Event Secretary contact number:	083 235 3476
Event Secretary email address:	janicelinaker@gmail.com
Event Secretary fax number:	086 584 2597

- 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 20 teams 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. ENTRY TO THE VENUE

Refer to MSA General Circular 6 of 2020.

The road vehicle accessing the venue will be allowed onto the event premises after successful completion of the daily screening process of all personnel in the said road vehicle. (Refer to Point 1.d. of General Circular 6 of 2020)

- To clarify, if one (1) person fails the screening process then all personnel in the affected vehicle will not be allowed entry to the premises.

An absolute minimum of team personnel is to attend per competition vehicle (bike):

- Maximum of five (5) persons per race vehicle (excluding riders)

Temperature screening will be conducted on all persons entering the venue, and any person with a recorded temperature of 37.5 degrees of higher will be denied access to the event and will be advised to return home, self-isolate and contact the Government Coronavirus hotline – 0800 029 999 – for further instructions, which may include being referred for COVID-19 testing

No entry will be granted to the event premises without the suitable documentation being completed, and in order, in advance of the event.

All event attendees permitted to be present at an event shall be required to complete the following designated COVID-19 related forms:

- Attendance Register Questionnaire = must be completed and electronically submitted to the event organisers/promoters prior to the event
- Daily Screening Questionnaire = must be completed, printed and handed to the screening personnel at the gate on each day of the event, or be submitted electronically if the event organiser/promoter had made MSA-approved prior arrangements in this regard.

Under no circumstances shall anyone with symptoms consistent with Covid-19 (such as fever, respiratory symptoms, shortness of breath, sore throat, cough, fatigue or lack of sense of smell) or who tested positive for Covid-19, be permitted entry into the Motorsport event.

Under no circumstances shall anyone attend a Motorsport event if they have been:

- Diagnosed with COVID-19 in the previous 14 days; or
- Been in contact with a known COVID-19 positive case in the previous 14 days.

No spectators will be granted access to the event.

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

Friday, 11 December 2020

14:00 – 17:00

RACE DAY

Saturday, 12 December 2020

08:30 - Drivers briefing via WhatsApp group

09:00 to 09:25 - Qualifying 1

09:35 to 09:40 - Qualifying 2 (top 10)

10:00 to 18:00 - Race

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 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>

20. DOCUMENTATION

No in-person checking of competition licences will be permitted.

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.

Confirmed entry to the venue will also serve as the sign-on register having been completed by competitors and race officials.

All pre-event documentation is to be done electronically to prevent in-person contact as far as possible.

No entry will be granted to the event premises without the suitable documentation being completed, and in order, in advance of the event.

All persons permitted to be present at an event shall be required to complete the following designated COVID-19 related forms:

- i. Attendance Register Questionnaire
- ii. Daily Screening Questionnaire

21. SCRUTINEERING

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

No in-person scrutineering will be allowed.
Self-declaration of vehicle safety and eligibility shall apply.
Self-scrutineering declaration form to be sent out with event supplementary regulations and entry form – this must be completed and emailed to the event organisers/promoters prior to the event.
Pre-event and Post-event Scrutineering checks may be carried out, if the Clerk of the Course or Stewards deem same to be necessary, subject to social distancing, mask wearing and sanitation protocols being adhered to.
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 wired locked.
Front brake calliper securing bolts and pad securing bolt to be lock wired.
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.

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 WhatsApp notice board: <https://chat.whatsapp.com/FEZEKmtKFxRBongLOTLQkQ>

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)).

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. 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.**

25. 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 10 minutes before the start.

Avoid any gatherings of personnel. Social distance must be adhered to.

Competitors to remain in / on vehicles as far as possible until assistance is provided.

26. 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 1, a 25 minute session on the morning of the event.
The fastest 10 bikes will then do Qualifying 2, a 5 minute session to determine the top 10 starting positions.
The starting position 11 th to the final starting position will be determined from the times in Qualifying 1 session.
In the Qualifying 2 session, only one rider will be allowed to do timed laps, and the same rider will automatically be nominated as the first rider to start the race.
All bikes to be in their grid positions 5 minutes prior to the start of the 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.
Refuelling will only be at the team's allocated pit or in the allocated refuelling area.
Fuel may only be stored in the competitor's pit and only in metal containers or other containers approved by the promoters and having a sealing device. Only 2 sealed containers with a maximum content of 20 litres each will be allowed at a time in the pit.
Refuelling containers must be carried to the refuelling area by the team members (MAXIMUM 2), and once refuelling is completed, returned to the motorcycle pit area.
Topping up of oil may be done in this area but NOT at the same time as refuelling.
The centre lane of the refuelling area must remain clear at all times. Anyone obstructing this lane will be penalised.
No work may be carried out on the motorcycle in the refuelling area. If any work is to be done, including the swapping of gear linkages, the motorcycle must be pushed into the pits.

28. PITS

Refer to Standing Supplementary Regulations as shown below as well as GCR 251
Team personnel shall confine themselves to their own pit areas, maintaining social distancing measures (no socialising may take place during or after events).
Once competitors have completed their final race / heat, the competitors and team personnel are to pack up their equipment and leave the venue as soon as possible after the completion of any technical formalities and the submission of any protests, if applicable (no post-event socialising may take place).
Social distancing must be adhered to at all times.
Masks to be worn at all times.
Pits will be allocated on a first come first serve basis. Pits will be allocated to 1 pit per team entry.
Any competitor entering the pits, whether at the end of the race, during the race or during the practice, shall give ample warning of his intention to the following rider by extending his left arm to its full extent and raised not lower than parallel to the ground.
Each team will be permitted a maximum of 3 pit attendants/riders in the pit lane.
No more than two persons may replenish the motorcycle at any given time and 1 Rider/pit attendant to merely support the machine whilst it is in the replenishment pit.
When entering the pits for any reason whatsoever, the engine shall be cut at the stop line at the entrance to the pits. The rider shall dismount, likewise when re-joining the race the motorcycle shall be pushed by the rider or a pit assistant to the pre-race paddock, where after the rider may mount and start the engine.
No Motorcycle may be ridden in the pit area at any time.
Riders may only exit from the pre-race paddock (indicated by a white line) provided their engine is running under its own power.
Riders being pushed down pit lane will be subject to a penalty being imposed by the Clerk of the Course.
Competitors leaving the pits must give way to riders already on the circuit. Failure to do so will incur a penalty.
The pits may only be entered and left in the direction of the circuit.
PIT LANE / SAFETY BIKE: Pit lane entry will be closed in the event of a safety bike situation. No overtaking is allowed during the safety bike period, and when the safety bike returns to the pits, competitors must still remain in formation until they cross the start finish line, when the race re-commences. Those already in pit lane may exit and join the back of the field once the last bike behind the safety bike has passed the pit exit.

29. 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 one (1) lap after 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.

30. 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.

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 ride for a maximum of 45 minutes (Based on the start of the out lap and the last recorded lap time before entering the pits) at a time with a minimum break of 10 minutes.

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.

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:

To be classified as a finisher, a motorcycle shall have completed 50% of the winning race distance (i.e. 50% of the number of laps completed by the winners).

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

PENALTIES:

For the infringement of any of these Regulations, a penalty will be imposed by the Clerk of the Course and could be in the form of 2 laps being deducted from the total covered by the motorcycle at the end of the race, or exclusion, or any other penalty as decided.

If a competitor is caught over taking under a Yellow flag, the Team will have 3 laps deducted from total laps covered.

If a competitor is caught over taking under a Double Yellow flag, the Team will have 10 laps deducted from their total laps covered and/ or excluded, or any other penalty as decided by the Clerk of the Course.

Any team found to exceed the 45 min per rider rule will be penalised 2 laps per minute over the 45 minute limit.

Blatant dangerous riding is an instant disqualification for the entire team.

REPAIRS:

Repairs or change of parts may not be carried out on the circuit but motorcycles may be pushed by the rider in the direction of the race to the pit entrance provided no hazard is created for other riders.

Teams may only make use of 1 motorcycle. No Spare motorcycles may be used.

Only spare parts may be used to replace damaged parts.

No Spare Chassis may be in the pit unless it is totally stripped down with no other spare parts attached. If a chassis is damaged during the race and needs to be swapped, the entire motorcycle will need to be rebuilt into the replacement chassis, prior permission from the COC will be required.

ELIGIBILITY OF MOTORCYCLES:

- No motorcycle frame or engine that has been imported into this country later than 1 January 2002 shall be allowed unless 10 or more of the same unit have been imported. Hand built frames are allowed only for two strokes, not for the 150cc four stroke class.

- Only motorcycles built for racing may be used.
- the organizers have the right to not allow motorcycles to race that are too slow. The cut off time will be the quickest qualifying lap multiplied by 1.3
- All motor cycles must have crash bobbins to prevent damage to the track. Teflon/nylon ends on foot pegs and handle bar lever guards or Teflon/nylon handle bar ends. If the crash bobbin is damaged in a crash the bobbin will need to be replaced before the motorcycle returns to the track.
- No Fuel injection Motorcycles are allowed.
- 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.

MODIFICATIONS AND RESTRICTIONS:

TWO STROKES (80cc)

Min 48 cc capacity but not exceeding 85cc (pre- year 2007 motocross motors allowed.)

- Modifications are allowed to the engine, gearbox and frame.
- Tyres are unrestricted.
- Motorcycles may not exceed a noise level of 108 dB static and 96 dB Drive-by measured in accordance with WPMC's Regulation.
- Minimum weight for two stroke motor cycle as per table below:

Capacity	Minimum weight (Empty Fuel Tank)
60 to 70 cc	75 kg
70 to 80 cc	80 kg
80 to 85 cc	85 kg

FOUR STROKES (150's)

- No modifications allowed to the engine, carburettor, gearbox and frame of the Honda CBR 150, Yamaha R15 or Suzuki 150 4 valve motorcycles.
- All motorcycles must weigh no less than 100 kilograms with the fuel tank empty.

CHINESE MOTORCYCLES

Max 200cc Four stroke carburettor models only

- No modifications allowed to the engine, carburettor, gearbox and frame.
- Rear shock and wheels may be changed. The rear swing arm must remain standard. Exterior appearance of forks must remain standard. Internals may be modified but not changed and brake callipers must be mounted as original.
- Motorcycles may not exceed a noise level of 108 dB static and 96 dB Drive-by measured in accordance with WPMC's Regulation.
- Minimum weight of Chinese motor cycle to be 100 kilograms with the fuel tank empty.

GENERAL RULES FOR FOUR STROKE MOTORCYCLES:

Engines:

- Single cylinder, unmodified four stroke motors with a maximum capacity of 155cc
- No Modifications are allowed to the engine.

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut.
- Cylinder head volume must be no less than 12.4cc measured with a spark plug in. If necessary, the cylinder head may be skimmed as long as the volume remains 12.4cc or more.

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed.

Camshafts:

- No material may be added or removed from the camshafts.
- Camshaft sprockets may be slotted to allow degree of the camshafts.

Crankshafts:

- No material may be removed from the crankshaft assembly.
- The crankshaft assembly must remain standard.

Gearboxes:

- The gearbox must be standard.
- Undercutting is allowed.
- A CBR 125 standard Gearbox may be used.

Clutches:

- The clutch must remain standard.

Coatings:

- No Performance coatings whatsoever may be applied to any of the internal or external parts of the motor.

Carburettors:

- Only the standard carburettor as indicated in the owner's manual may be used.
- Main and idling jets may be changed.
- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- The filter and air box lid may be removed.
- No fresh air or ram air induction is allowed.

Exhaust Systems:

- Exhaust system may be replaced with a recommended Bosson race pipe with the approved insert.
- Any other aftermarket exhaust must comply with the noise levels as stated above.

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard
- The charging system must be operational at all times.

Frames:

- No modifications are allowed to the Frame.

Suspension:

- Rear shock may be changed for an aftermarket shock.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Front fork internals may be modified.

Wheels:

- Rims are unrestricted with the exception of no carbon fibre rims being allowed

Sprockets:

- Front and Rear Sprockets may be changed.

Tyres:

- Tyres are unrestricted

Brakes:

- Front brake calliper must remain standard and mounted in the original position.
- Front master cylinder must remain standard.

Replacement Parts:

Only the following part numbers may be used as replacement parts

- Head Gasket – 12251-kpp-900
- Head Gasket 1.00 – 12252-kpp-900
- Base Gasket – 12191-kpp-900

- Cylinder – 12100-kpp-900
- Cylinder Head – 12200-kpp-930
- Camshaft (Intake) – 14110-kpp-900
- Camshaft (Exhaust) – 14210-kpp-900
- Camshaft Chain Tensioner – 14520-kpp-931
- Carburetor Insulator (Intake Rubber) – 16211-kpp-901
- Valves (Intake) – 14711-kpp-900
- Valves (Exhaust) – 14721-kpp-900
- Valve (Intake) Seat – 12202-kpp-900
- Valve (Exhaust) Seat – 12203-kpp-900
- Valves Guides – 12204-kpp-305
- Pistons STD – 13101-kpp-900
- Pistons 0.25 – 13102-kpp-900
- Pistons 0.50 – 13103-kpp-900
- Pistons 0.75 – 13104-kpp-900
- Piston 1.00 – 13105-kpp-900
- Rings STD – 13011-kpp-900
- Rings 0.25 – 13021-kpp-900
- Rings 0.50 – 13031-kpp-900
- Rings 0.75 – 13041-kpp-900
- Rings 1.00 – 13051-kpp-900
- Crankshaft assembly – 13000-kpp-900
- Flywheel – 31110-kpp-901
- Stator – 31120-kpp-900
- C.D.I Unit – 30410-kpp-901
- Needle 16151-kpp-931

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. (Thursday / 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.

31. 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 will be collected and returned by the team representative from Race Control and distribute to competitors whilst complying with all COVID-19 protocols.

The nominated team representative must return the timing transponders to the relevant timekeeping officials prior to their 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.

32. POINTS & RESULTS

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

Qualifying and race results will be distributed electronically via the WhatsApp group. The updated standings will be posted on the WhatsApp group after every hour of completed racing. <https://chat.whatsapp.com/FEZEKmtKFxRBOnGL0TLQkQ>

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

33. PROTESTS / APPEALS / PENALTIES

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

Hearings at events involving race officials and competitors to be held electronically as far as practically possible to minimize in-person contact.

In exceptional circumstances, if a hearing has to be held in person the number of people must be limited and all necessary COVID-19 protocols are to be adhered to.

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.

34. PRIZE GIVING

No in-person podium / awards ceremonies will be conducted.

Trophies will be replaced with electronic certificates of achievement which will be emailed in the week after the event.

Certificates will be issued as follows: Top 6 overall and Top 2 overall (Two Strokes) Top 2 overall Chinese.

35. 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.

36. COVID-19 INFORMATION

Refer to General Circular 6 of 2020

Event Organisers / Promoters will ensure sanitisation of the venue that is in use for the event, before, during and after the event.

Practical measures to enforce social distancing requirements is to be put in place, including the provision of signage and the creation of barriers and/or markings that restrict the number of people in any given area.

Covid-19 signage will be clearly displayed as and where appropriate to remind people present to wear masks, clean their hands and practice social distancing.

Generally, avoid gatherings of more than 10 people in all places at an event:

- Social distancing requirements to be adhered to by all event attendees
- 1.5m minimum distance to be maintained between people

Masks are to be worn by rescue, recovery and medical personnel at the event at all times.

Masks are to be worn at all times by all event attendees (except competitors when wearing full face crash helmets or a fire-resistant balaclava with an open face helmet where these are permitted).

Promoters / Organisers of the event will ensure that there is always a supply of masks available for purchase for the duration of the event.

All persons present at motorsport events shall ensure that they have access to alcohol-based hand sanitizers in order to promote hand cleanliness in the absence of soap and water. Event organisers are also required to make a supply of hand sanitizers available for general use in suitable locations. All hand sanitizers must contain a minimum of 70% alcohol.

Team personnel shall confine themselves to their own pit areas, maintaining social distancing measures (no socialising may take place during or after events).

As soon as competitors have completed their final race/heat they are to pack up their equipment and the competitor and all team personnel must leave the venue (no post-event socialising may take place).

NO ALCOHOL MAY BE DISTRIBUTED OR CONSUMED DURING THE PERIOD OF VALIDITY OF THE MSA PERMIT FOR A MOTORSPORT EVENT.

Paddock / Pits, marshalling, pre-race and parc ferme areas must avoid any gatherings of personnel:

- Social distancing must be adhered to.
- Competitors to remain on their vehicles (motorcycles) as far as possible until assistance is provided.

A Minimum number of marshals to each marshalling point:

- Maximum 4 people per marshal post
- Social distancing to be respected at all times
- Masks must be worn at all times

Covid-19 signage will be clearly displayed as and where appropriate to remind people present to wear masks, clean their hands and practice social distancing.

Media Centre and media attendance at an event will be limited to MSA-accredited working media only:

- All media-related queries to be directed to Jaco Deysel (jaco@motorsport.co.za);
- Desks in the Media Centre (where applicable) to be suitably spaced apart to allow for social distancing requirements to be respected at all times;
- Photographers to observe social distancing requirements at photography points;
- No media gatherings for interview purposes are permitted;
- Media members are expected to ensure that only correct, appropriate and socially responsible content is distributed in connection with events, particularly on social media platforms. Any non-compliance with COVID-19 protocols should be brought to the attention of the relevant race officials for action, and not be effectively condoned by publication after an event.

Food and beverages (no alcohol) may be ordered and collected from the onsite restaurant and/or approved vendors (if available) while maintaining all social distancing measures and wearing of masks at all times. If no onsite facility is available, each individual present at the event must supply their own food and beverages (no alcohol). Consumption of all food and beverages to take place in each competitor's allocated pits only. No sharing of food or beverages is allowed.

Race control including race timing, officials and steward areas:

- Officials to maintain social distancing requirements (1.5m)
- Signage indicating maximum capacity of each room (if rooms are used)
- The requirement of 1 person per 4m/sq. must be adhered to

Penalties for contravention of the contents of MSA General Circular 6 of 2020 – Refer GCR 177

- Competitors are reminded of the provisions of GCR 113 xiv)
- The Clerk of the Course / Stewards can impose the following penalties:
 - Warning
 - Fine
 - Time penalty
 - Exclusion
- One or more of the above penalties may be imposed as a result of a single finding.

Facilitate case management of suspected positive cases:

- Event attendees who fit the current case definition as supplied and updated by NICD must present to CMC/CMO and will be isolated in a suitably identified quarantine area.
- They will then be referred for COVID-19 testing.
- <https://www.nicd.ac.za/wp-content/uploads/2020/05/COVID-19-Quick-reference-v13-15.05.2020.pdf>
- Visit <https://sacoronavirus.co.za> for further information.

37. 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.

VENDORS:

No alcohol may be distributed or consumed during the period of validity of the MSA Permit for a motorsport event.

Food and beverages (no alcohol) may be ordered and collected from the onsite approved vendor while maintaining all social distancing measures and wearing of masks at all times. If no onsite facility is available, each individual present at the event must supply their own food and beverages (no alcohol).

Consumption of food and beverages to take place in each competitor's allocated pits only. No sharing of food or beverages is allowed.