



2023

## Club Standing Supplementary Regulations

### WPMC Karting Championship



Version 2

8 February 2023

Ref: 162945/144

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
10.3	Immediately	08.02.2023	Wording added

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All race meetings shall be held under the 2023 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Club Regulations, the event Supplementary Regulations (SR's) and any applicable Circulars of MSA.

**1. AIM OF THE CHAMPIONSHIP**

- 1.1 This is a Club status championship.
- 1.2 The aim of the championship will be to declare a Western Province Motor Club Karting Champion for 2023 in each of the following categories:
  - Clubman's Gold Cup and Clubman's Silver Cup
- 1.3 The Western Province Motor Club Sporting Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

**2. CONTROLLERS OF THE CHAMPIONSHIP**

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (herein referred to as Sportcom), who have delegated the management, control and day to day running to the Karting Committee.

**3. AMENDMENTS**

- 3.1 The Controllers reserve the right to amend these rules in consultation with the competitors concerned. Any recommendations to amend the rules by this sub section will only become effective when approved by WPMC SportCom.
- 3.2 Any additions/amendments may be circulated to competitors prior to any event and will be posted on the Notice Board. Technical changes **shall** be issued to competitors at least SEVEN (7) days prior to the next event being held. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.

**4. VALIDITY OF THESE REGULATIONS**

Applicable for the calendar year of 2023.

**5. REGULATIONS**

- 5.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Karting Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 5.2 GCR 156 & 226 - No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 5.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or KARTING SSR's, as applicable, will then apply.

## **6. ELIGIBILITY**

- 6.1 The Championship is open to:
- a) Paid up members of good standing of the WPMC; and who are
  - b) Holders of a valid MSA competition licence; and who are
  - c) Paid up members of the Karting sub section, as applicable.
- 6.2 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- 6.3 Visiting drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.

## **7. ELIGIBILITY OF DRIVERS**

- 7.1 The Championship shall be open to all suitably MSA licenced drivers (2023 Club Licence) who are fully paid up members of Western Province Motor Club and WPMC Karting Section. Refer 6.1 of these regulations.
- 7.2 Age Limit for Clubman's Class: Open to all drivers from the year of their **12<sup>th</sup> birthday**.
- 7.3 Competitors holding a Regional or National licence may apply for special dispensation to participate and score in the Championship (this application must be in writing to the Class Rep and WPMC Karting Committee who will in turn liase with Sportcom who make the final decision).

## **8. ELIGIBILITY OF CHASSIS**

Any CIK approved or previously homologated chassis as well as any MSA approved or previously approved chassis as per the 2023 MSA National Karting Regulations will be permitted. Self-homologation of chassis is permitted provided that the correct procedure is followed via MSA.

## **9. ELIGIBILITY OF ENGINES**

Any 125cc Fixed gear engine, previously homologated by MSA in conjunction with the rule 12 regarding weights will be permitted.

## **10. TYRES**

As envisaged in Article 1 c) of the 2023 MSA National Karting Technical Regulations, the MSA Karting Management Group has approved the following deviations:

- 10.1 SLICK TYRES: The only slick tyres are MOJO D2, D3, D5's, Bridgestone YLR and LeVanto KRT **and Vega XH3.**
- 10.2 WET TYRES: Permitted wet weather tyres are Mojo W2, Mojo W3, Mojo W5, Bridgestone YLP or LeVanto W

## **11. WEIGHT**

There will be a minimum weight restriction imposed for the following scenarios:

- Should a competitor use a Junior engine; the minimum weight will be 158 kgs
- Should a competitor use a Senior engine, the minimum weight will be 175 kg
- Should a DVS engine be used minimum weight will be 190Kg
- No competitor shall be allowed to carry more than 25 kgs of ballast

**12. FUEL AND OIL**

As envisaged in Article 1 c) of the 2023 MSA National Karting Technical Regulations, the MSA Karting Management Group has approved the following deviations:

12.1 Fuel is unrestricted.

12.2 2 stoke oil is unrestricted.

**13. CLUBMANS "BREAK-OUT"**

13.1 Clubman's will have Break-Out Time of 42.500 for Gold Cup and 44 seconds for Silver Cup.

13.2 A competitor who records a lap time faster than the class break-out time referred to in 13.1 above, in the qualifying session of an event will receive a five (5) place grid penalty for race 1. Should a "break-out" occur in a race the competitor will receive a five (5) position penalty for that race and then start their next race from the back of the grid. Should a Silver Cup competitor break out of the 44 sec cap, then they Would automatically be placed in Gold Cup from their next race meeting and remain there for the remainder of the current season.

13.3 No timing devices may be used during qualifying or races. Should one be fitted to the kart then the screen needs to be taped up so as not visible to the driver. Data can however still be accumulated for later download.

Noncompliance will result in exclusion from that specific session or heat.

**14. COMPETITION NUMBERS**

14.1 All competition numbers must comply with the 2023 MSA Specifications relating to positions and size.

14.2 Numbers may be either black on a white background, white on a black background or white on green.

14.3 Side pod numbers must be a minimum of 100mm and of a non-script font. All kart numbers will be issued by MSA and must be applied for on the Official 2023 MSA "Number Booking Form". Numbers 1 – 5 will be reserved for the winners of the preceding year's Club Championship.

**15. MINIMUM NUMBER OF STARTERS**

15.1 There will be a minimum number of six (6) eligible starters in the classes at each race meeting to qualify for Club Championship status.

15.2 Definition of a "Starter": To be classified as a STARTER, a competitor must have crossed the start line and activated the timing system.

**16. RACE DISTANCE**

16.1 Races counting towards this Championship shall be run over a minimum of 10 laps and a maximum of 15 laps.

AND

16.2 One or more events of the day may be run in a handicap format, fastest time in a heat or heats or qualifying may be used to determine the starting positions of the competitor, competitors will start at time intervals as determined by the times utilized by the handicapper for the day.

OR

16.3 As per the SR's issued by the organisers (WPMC Karting) for each event.

## **17. QUALIFYING & GRID POSITIONS**

### **17.1 Qualifying**

All classes will qualify by means of either the "10 minute" or "3 lap" (1 warm up lap, 2 flying laps) system and will be advised in the SR's for each event. Timing will be by means of an MSA approved transponder timing system.

### **17.2 Grids / Starting Positions**

As per the 2023 MSA National Karting Regulations unless otherwise specified in the SR's for each event.

## **18. STARTING PROCEDURES**

Starting procedures as per the 2023 MSA National Karting Regulations for National events or as per the SR's for each event, unless a handicap event, in which case as directed by the Clerk of the Course.

## **19. POINT SCORING**

19.1 Club Champions will be declared based on the highest number of points a competitor attains in the course of the Championship year (less discards if applicable). Gold Cup and Silver Cup scoring when combined will be "class within a class" – so all are scored first as Gold Cup and then re-scored with only the Silver Class competitors. Both classes so scored, will be eligible to qualify for Club Championship status.

19.2 Only competitors complying with these regulations may participate and score points in the respective classes. Visiting competitors Refer 7.3 of these regulations.

19.3 The following point scoring system will apply:

1 <sup>st</sup>	-	35 points
2 <sup>nd</sup>	-	32 points
3 <sup>rd</sup>	-	30 points
4 <sup>th</sup>	-	29 points
5 <sup>th</sup>	-	28 points, etc to a minimum of 1 point

19.4 A competitor who has come under starter's orders but fails to qualify as a finisher shall be awarded five (5) points less than the last place finisher.

19.5 Definition of a "Finisher": To be classified as a FINISHER in a race, a competitor must have completed two thirds of the race distance – 67% (rounded down to the nearest whole number of laps).

## **20. NUMBER OF EVENTS**

20.1 The 2023 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates and a minimum of 6 race meetings need to be scored through the year for a championship to be declared.

20.2 All events allocated by the controllers will score towards the Championship, but competitors will be allowed to discard three (3) heats. i.e.: a competitor may drop his worst 3 scores (including any "0" score from a race not entered or participated in), (but excluding any "0" score resulting from an exclusion from a race or an event) or as subsequently modified by the Controllers.

## **21. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each event will be available from the Secretary of the Karting Section of the WPMC no later than seven (7) working days following the event. The secretary must receive any objection concerning the scoring, in writing, not later than seven (7) working days following the publication of the scoring.

**22. AWARDS**

Trophies /awards for each event will be awarded at the discretion of the Organisers.

**23. SEPARATION OF POINT TIES**

As per the 2023 MSA National Karting Regulations.

**24. DECLARATION OF CHAMPIONS**

The WPMC – Karting Section Committee (the Controllers) at its sole discretion is responsible for declaring the winners of the Club Championships, or to withhold such declaration.

**25. RULE / REGULATION APPLICABLE TO CLUBMANS CLASS ONLY**

25.1 Should a Championship (Scoring) related request for a change be received, a vote of 75% will be required by competitors in the class.

25.2 Should a Non-Technical or Championship (scoring) related request for change to be received, a majority vote of 75% of attendees at a normal Clubman's Class meeting will be required. Such proposed changes are to be emailed to all competitors 7 days prior to a race meeting. Should a rule be changed during a race meeting then 100% of drivers entered need to vote in favour.

25.3 For clarity, a chain guard of suitable standard must be present as per the 2023 MSA Karting Technical Regulations.

25.4 The nose cone penalty as envisaged in the 2023 MSA National Karting Sporting Regulations point 9 c) is NOT applicable to the Clubman's Class. Old style nose cones are therefore allowed. Nose cones may be repaired but need to be in a reasonable condition and this is at the discretion of the scrutineers.

**26. NEW DRIVERS**

Novice day practice is advised to ensure the safety of the new entrant as well as the rest of the competitors. The committee may require that an on-track assessment and theoretical presentation be attended prior to a first race entry is accepted. All new drivers need to obtain clearance to race in this class by the appointed Class Rep or committee member, who will do so by observing the competitor during practice and ascertain that the competitor is ready to race. i.e that they are not a danger to themselves or to other drivers. The Rep or committee member must also be confident that the competitor understands the rules, SSR's and all the flags.

**27. SOCIAL MEDIA / CODE OF CONDUCT**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding the Karting Championship, WPMC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.