



# **MSA WPMC KARTING CLUB REGULATIONS**

**VERSION 1**

**1 JANUARY 2026**

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## 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>

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**All race meetings shall be held under the 2026 General Competition Rules (GCRs), Karting Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), these Club Regulations, the event Supplementary Regulations (SRs) and any applicable Circulars of MSA. The only deviation from these is what is mentioned in these set of rules.**

**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 (“WPMC”) Karting Champion for 2026 in each of the following classes:
  - 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 / she has familiarized him / herself with such a notice.

**4. VALIDITY OF THESE REGULATIONS**

Applicable for the calendar year of 2026

**5. REGULATIONS**

- 5.1 All qualifying races will be held under these rules, the General Competition Rules (GCRs) and Karting Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 5.2 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 GCRs or KARTING SSRs, 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/relevant MSA competition licence for this category; and who are
- c) paid up members of the Karting sub section of WPMC, as applicable.
- d) **Have not raced in a regional or national karting race in the preceding 2 years.**

6.2 Competitors are only eligible to score points from the time that they become members of good standing of the WPMC and the sub section.

6.3 Visiting / invitational drivers are welcome to race, ~~and but~~ are **not** eligible for trophies on the day, **and 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 (2026 Club Karting 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 18<sup>th</sup> birthday.

7.3 Invitation Drivers.

- **New drivers and** drivers between the ages of 14 & 18 may apply in writing to the Clubmans Committee to participate in the class, motivating their reasons.
- It will be considered for young drivers wanting to join the class to gain race experience or to get up to speed to join the regional junior or senior classes.
- This class is not intended for any competitor ~~under the age of 18~~ whose purpose is to win at all costs and collect trophies. Therefore, no points or trophies will be awarded to a driver in the age group 14-18 years old **as well as new drivers**, unless they have been accepted by the ~~CC~~ **Clubman's Committee to participate in the Championship. This will only be considered after they have done and been observed for a minimum of three (3) race meetings.**
- The acceptance of the invitational drivers by the ~~CC~~ **Clubman's Committee** will be final and binding.

7.4 Yellow & red cards.

- The CC will have the right in consultation with the Clerk of the Course to issue a yellow card in the form of a warning to any driver they consider to be sandbagging or driving reckless/dangerous and not in the spirit of Clubman's racing.
- Should the CC feel there is a repeat offense/transgression a red card will be issued, in consultation with the Clerk of the Course where the driver will be excluded from that race meeting(s). He/she will be precluded from participating in the next race meeting. Thereafter he/she will be allowed to race once again and should this transgression re-occur, he/she will be precluded from participating in the Clubman's Karting Championship.

## **8. ELIGIBILITY OF CHASSIS**

Any FIA approved or previously homologated CIK/FIA chassis as well as any MSA approved or previously approved chassis as per the 2026 MSA National Karting Regulations for SARMC Rotax classes 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 weight regulation in rule 11 will be permitted. Engines do not need to be sealed by an authorized Rotax engine builder and therefore no restrictions placed on engines.

## **10. TYRES**

- 10.1 SLICK TYRES: The only permitted slick tyres are MOJO D2, D3, D5's, Bridgestone YLR, 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:

- Gold Cup: Junior engine ~~150~~ **155**kgs. Senior engine 167kgs. DVS/OK and OKN engine ~~175~~ **180**kgs.
- Silver Cup: Junior engine ~~155~~ **165**kgs. Senior engine ~~175~~ **177**kgs. DVS/OK and OKN engine ~~180~~ **190**kgs.
- No competitor shall be allowed to carry more than 20 kgs of ballast.

## **12. FUEL AND OIL**

- 12.1 Fuel is unrestricted.
- 12.2 2 stroke oil is unrestricted.

## **13. CLUBMANS “BREAK-OUT”**

- 13.1 Clubman's will have a “Break-Out Time” of ~~42.500~~ **42.300** seconds for Gold Cup and ~~44~~ **43.800** 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.
- 13.3 Should a Silver Cup competitor go faster than 43.5 seconds, then they would automatically be placed in Gold Cup from their next race meeting and remain there for the remainder of the current season.
- 13.4 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 to be visible to the driver. Data can however still be accumulated for later download. Non-compliance will result in exclusion from that specific session or race.

## **14. COMPETITION NUMBERS**

- 14.1 All competition numbers must comply with the 2026 Western Cape Regional Standing Supplementary Regulations Karting Championship document 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 2025 MSA “Number Booking Form” by the Clubmans Committee.~~ 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 across Gold and Silver 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 in qualifying or any one of the races on the day.

## **16. RACE DISTANCE**

16.1 Races counting towards this Championship may be run over a minimum of ten (10) laps and a maximum of fifteen (15) laps.

AND

16.2 One or more heats / races of the day may be run in a handicap format, fastest time in a race or races 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 then event SR's issued by MSA and the organisers (WPMC Karting) for each event.

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

### **17.1 Qualifying**

All classes will qualify by means of either the "ten (10) minute" or "three (3) lap" (one (1) warm up lap, two (2) flying laps) system and will be advised in the event SRs. Timing will be by means of an MSA approved transponder timing system.

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

As per ~~Art 29.f~~ of the 2026 Western Cape Regional Standing Supplementary Regulations Karting Championship document unless otherwise specified in the event SRs.

## **18. STARTING PROCEDURES**

Starting procedures as per the 2026 Western Cape Regional Standing Supplementary Regulations Karting Championship document and/or the event SRs, 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 and Silver Cup will be individually scored.

19.2 Only competitors complying with these regulations may participate and score points in the respective classes. Visiting competitors and competitors in the age range of 14-18 years, refer to point 6.3 of these regulations.

19.3 The following point scoring system will apply:

PLACE	POINTS
1st	35 points
2nd	32 points
3rd	30 points
4th	29 points
5th	28 points
	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 with a minimum of zero (0) points.

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 2026 Motorsport Calendar and Races per Category as published by the WPMC gives details of all Championship event race dates and a minimum of five (5) 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/races i.e.: a competitor may drop his worst three (3) scores (including any zero (“0”) score from a race not entered or participated in), (but excluding any zero (“0”) score resulting from an exclusion from a race/heat 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.  
Race day trophies will be awarded as per actual class entered on the day, i.e. Gold Cup or Silver Cup.

**23. SEPARATION OF POINT TIES**

As per the 2026 WC Regional Standing Supplementary Regulations Karting Championship document.

**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 Non-Championship (scoring) related request for change be received, a majority vote of 75% (seventy five percent) of attendees at a normal Clubman’s Class meeting will be required. Such proposed changes are to be emailed to all competitors seven (7) days prior to a race meeting. Should a rule be changed during a race meeting then 100% (one hundred percent) of drivers entered need to vote in favour.
- 25.3 For clarity, a chain guard of suitable standard must be present as per the 2026 MSA Karting Technical Regulations.
- 25.4 The nose cone penalty as envisaged in the 2026 MSA National Karting Sporting Regulations for SARMC Rotax and ROK 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.

25.5 All other **sporting penalties** will be applied as set out in the 2026 National Karting ROTAX Sporting Regulations. Where any "grey area" exists between clubman's rules and ROTAX regulations, the Clerk of the Course in consultation with the Clubmans representative will ~~make a decision~~ **decide** on how to proceed.

**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 **Clubmans** Committee may require that an on-track assessment and theoretical presentation be attended prior to a first race entry ~~is~~ **being** 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, SSRs 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.