



**REGULATIONS AND SPECIFICATION FOR THE 2017 WESTERN CAPE MOTORCYCLE RIDERS  
REGIONAL CHAMPIONSHIP**

**MSA WESTERN CAPE MOTORSPORT SUPERBIKE REGULATIONS WC 08/2017**

1. **CONTROLLERS**

- 1.1 Will be the Motorsport South Africa Western Cape (herein referred to as MSA) Regional Motorsport Committee.
- 1.2 These Regulations are to be read in conjunction with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) and any APPLICABLE Circulars of Motorsport South Africa.

2. **AMENDMENTS**

**ANY** Proposed / desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Regional Committee Meeting.  
The Controllers reserve the right, without prior notification, to introduce new Regulations and/or amend existing Regulations. Such changes to these Regulations **shall** be issued at least SEVEN (7) days prior to the next event being held.

3. **AIM OF THE CHAMPIONSHIP**

To declare a Western Cape Superbike Champion.

4. **VALIDITY OF THE REGULATIONS**

Applicable to the calendar year of 2017 (current year).

5. **REGULATIONS**

All qualifying events shall be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport SA Control, these standing regulations and the supplementary regulations issued by the promoters.



## 6. **ELIGIBILITY OF COMPETITORS:**

- 6.1 Competitor's age: Refer to SSR 1
- 6.2 The Championship will be open to riders resident within the area controlled by the MSA Western Cape Regional Committee. No competitor may take part in a Western Cape Championship if he/she is competing in a similar Championship in another region or if a similar Championship is available to him/her in his/her region.
- 6.3 Riders who have no racing experience are required to have completed at least three (3) WPMC affiliated riding schools. No new competitor will be allowed to compete unless he/she satisfies the requirements of the committee in terms of competency. The lap time required to enter the class is 1:19,999 (clockwise) or quicker.

## 7. **INCIDENT REPORTS**

- 7.1 Every rider is to return to the Clerk of the Course their Incident Report Form, completed as soon as possible after having either retired from or completed the event.
- 7.2 Competitors who fail to hand in an Incident Report Form render themselves liable for a R 50.00 fine.

## 8. **ELIGIBILITY OF MOTORCYCLES**

- 8.1 Motorcycle capacity is limited to 1000cc (4 cylinder) and 1300cc (twin cylinder), 600cc motorcycles are excluded. Any modifications are allowed, except for the fitment of turbo's and nitrous oxide (see item 8.5 below). Also see item 8.7 below.
- 8.2 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. Refer to GCR 240.
- 8.3 **Series Sponsor decals as supplied, must be placed either above or below the motorcycle's three race numbers, so as to be clearly visible from the front and either side of the motorcycle.**
- 8.4 Tyre choice is free, subject to the following;
  - a) The onus is on the rider to ensure that his / her tyres are correctly marked. Tyres must be marked directly after qualifying in the parc-ferme by the Technical Consultant and / or the scrutineers.
  - b) Competitors must race all races on the day on the tyres they complete qualifying on.
  - c) Notwithstanding the above, if weather conditions change and wet weather tyres are required after qualifying or between races, these tyres are to be marked in parc ferme after the race. Again the onus is on the rider to have his / her tyres marked.



- d) (i) If a competitor deems his tyre/s to be damaged and therefore unsafe to be used, then he/she may make application to the Technical Consultant for permission to change the damaged tyre/s. The changed tyre/s must be of the same make, type and compound as, and be of similar wear to, the damaged tyre/s. Selection of the tyre/s to be used is at the sole discretion of the Technical Consultant. This change will move the rider to the back of his class for the following race's grid.  
(ii) If a used tyre cannot be found and the rider decides to use a new tyre then he/she will incur a 30 second penalty (applied to the race result) but will start as per normal grid.
- e) Infringement of ANY tyre rule shall result in the offending rider, as a minimum, being excluded from the results of the race concerned and sent to the back of the grid for the ensuing race. The Clerk of the Course has the right to take any further action and impose additional penalties if deemed necessary.
- f) The use of tyre warmers is allowed (refer SSR 2 B).
- g) Any amendments / additions to these tyre rules shall be notified to affected parties by way of an official MSA circular.

- 8.5 Engines must be normally aspirated.
- 8.6 The use of any coolant is permitted provided it is a non-Glycol type. All Glycol based products are prohibited.
- 8.7 Any competitor competing on a 2016 year model motorcycle, or newer, will need to conform to the current National Technical Specifications in order to score points in the Regional Series.
- 8.8 The motorcycle that was scrutineered and used for qualifying has to be used for the races. The use of a spare motorcycle is not permitted.
- 8.9 Lap timers may not be fitted to motorcycles in Class B. No timing device may be used to inform the rider of his/her lap times.
- 8.10 Brake and clutch lever guards may be fitted at the discretion of the rider.

## 9. **CHAMPIONSHIP EVENTS**

All Western Cape Motorcycle races held during 2017 within the region controlled by the MSA W.C. Regional Committee, and listed as a qualifying race(s) in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 20 kilometers. When more than one race is held on any particular day, the times will be added together purely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the WC Championship.



10. **CLASSIFICATION OF A STARTER**

To be classified as a starter, a competitor must participate in the official timed Qualifying or participate in the race itself.

11. **CLASSIFICATION OF A FINISHER**

Refer to GCR 274.

12. **MINIMUM NUMBER OF STARTERS**

In order to qualify for Championship status, at each race meeting there must be a minimum of 10 eligible starters in classes A and B combined, for the race meeting in question.

13. **FIRST-TIME RIDERS**

First time riders will wear a brightly coloured bib over their leathers for their first two race meetings and practice sessions (or more, at the discretion of the Controllers).

14. **CLASSES**

Superbike Class A: 1min 14.999 seconds and faster

Superbike Class B: 1min 15.000 seconds to 1min 19.999 seconds

Class X: Riders ineligible for Championship points

15. **POINTS SCORING**

Points will be scored by finishers in each race as follows, per class:

Position	Number of Starters per Class					
	6 (or more)	5	4	3	2	1
1 <sup>st</sup>	15	12	10	9	8	7
2 <sup>nd</sup>	12	10	9	8	7	
3 <sup>rd</sup>	10	9	8	7		
4 <sup>th</sup>	9	8	7			
5 <sup>th</sup>	8	7				
6 <sup>th</sup>	7					
7 <sup>th</sup>	6					
8 <sup>th</sup>	5					
9 <sup>th</sup>	4					



<b>10<sup>th</sup></b>	3					
<b>11<sup>th</sup></b>	2					
<b>12<sup>th</sup> etc.</b>	1 etc.					

- 15.1 Competing riders who are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship.
- 15.2 Rider/motorcycle combinations that have competed in the previous year’s Motorcycle Riders Championship will carry their class classification into the current year. If the time slot for an existing rider/motorcycle combination has changed, classification will take place at the combination’s first timed practice in the current year. New rider/motorcycle combinations entering at the start of the current season, will obtain their class classification from their official timed practice for the first race of the season.
- 15.3 Any new rider/motorcycle combination entering a race during the year, will be required to compete in one race meeting (in Class X) before being allocated to a class and scoring points. Class classification will be taken from the fastest lap time recorded while in Class X. If the track is wet, the rider’s classification will be determined by being within 115% of the fastest class rider. If the rider missed a previous race meeting, in the current year, the new rider/motorcycle combination will receive a class classification according to the results of the official timed practice for the new combination’s first race. Should the rider enter a later meeting on the original motorcycle the rider/motorcycle will be required to complete one race meeting in Class X. (applicable only if the engine capacity of the two motorcycles is different.) If a rider changes motorcycles of the **same engine capacity** during the year, then the rider will **not** be required to compete in Class X. However, the motorcycle that has been scrutineered and used for timed practice, is deemed to be the nominated motorcycle for the day. If a rider uses a second motorcycle on the same day he/she will compete in Class X on the second motorcycle.
- 15.4 Any rider who breaks out of his/her class **twice (ie. any 2 laps in the next time bracket) in qualifying or in any of the two races**, will be promoted to the class in which the particular time is relevant, effective as of the following race meeting.
- 15.5 A rider may only move up in class classification. If the rider should change motorcycle for the purpose of completing the balance of the Championship, and this rider/motorcycle combination falls into a lower class, then application may be made to the Controllers in writing for permission to compete in a lower class. Should the application be successful, the rider concerned may forfeit 10% of the points gained in the previous class. The decision of the Controllers will be final and binding.
- 15.6 The Western Province Motor Club, Motorcycle Section Committee is responsible for declaring the winner of Class B. A competitor who has scored points in more than one class for the year, will be allocated a class position for the year, in the class in which the highest percentage of points were scored, calculated using the competitor’s total points scored for the year, after any possible ‘dropped’ points have been taken into account. The competitor’s total points scored (after ‘dropped’ points) will be used when allocating the class position.





16. **COMPETITION NUMBERS**

Shall be allocated by the WPMC Motorcycle Section on behalf of the Controllers. Competition Numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA, in ALL regards.

17. **NUMBER OF CHAMPIONSHIP RACES TO COUNT**

The top 16 (sixteen) race scores for a competitor in the 2017 calendar year will count towards the Championship. If more qualifying races are run, the competitor may drop **the worst race results**, with the top 16 (sixteen) counting for the title. If less than 16 (sixteen) races are run, then all scores will be counted for the title.

18. **SEPARATION OF TIES**

Refer to GCR 229.

19. **ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

20. **DECLARATION OF CHAMPION**

The MSA Western Cape Regional Committee, at it's sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration. MSA reserves the right to correct clerical errors at any time.

**APPROVED BY: Western Cape Regional Committee on the 14<sup>th</sup> November 2016.**