



REGULATIONS AND SPECIFICATION FOR THE 2018 WESTERN CAPE 1000cc MOTORCYCLE REGIONAL CHAMPIONSHIP

MSA WESTERN CAPE MOTORSPORT 1000cc MOTORCYCLE REGULATIONS WC 08/2018

1. CONTROLLERS

- 1.1 Will be the Motorsport South Africa (herein referred to as MSA) Western Cape 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 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 1000cc Motorcycle Regional Champion.

4. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2018 (current year).

5. REGULATIONS

All qualifying events shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters and any APPLICABLE Circulars of Motorsport South Africa.

6. ELIGIBILITY OF COMPETITORS:

- 6.1 Competitor's age refer paragraph 14.



- 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 Regional 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 WPMC Motorcycle Section 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 race.
- 7.2 Competitors who fail to hand in an Incident Report Form render themselves eligible for a R 50.00 fine.

8. **ELIGIBILITY OF MOTORCYCLES**

- 8.1 Motorcycle capacity is limited to 1000cc (4 cylinder) and 1300cc (twin cylinder). 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. The MSA Technical Consultant (in conjunction with the Clerk of the Course) may request the use of a controlled fuel no later than 30 minutes prior to the start of a race. Failure to use the controlled fuel when requested shall result in the competitor concerned being prevented from starting the race in question and/or being excluded from the race meeting. 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;
- The onus is on the rider to ensure that his / her tyres are correctly marked. Tyres must be marked before qualifying.
 - Competitors must race all races on the day on the tyres they complete qualifying on, if the circuit is dry for qualifying and both races. If the circuit is wet for qualifying, and is declared "Wet" by the CoC, then wet weather tyres may be used for qualifying. If the circuit remains wet for the races, the same wet weather tyres must be used for the races. If the circuit dries for the races, the marked dry weather tyres may be used for the races.
 - Notwithstanding the above, if weather conditions change and wet weather tyres are required after qualifying or between races, these tyres are to be marked before being used.



Again the onus is on the rider to have his / her tyres marked. Tyre markings will be checked in parc-ferme after each race.

- 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 Brake and clutch lever guards may be fitted at the discretion of the rider.

9. **CHAMPIONSHIP EVENTS**

All Western Cape Motorcycle races held during 2018 within the region controlled by the MSA WC 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 Regional 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 Superbikes and Super Masters 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**

The 1000cc Regional Motorcycle Championship consists of the following two classes:

Superbike: Open to riders that have suitable previous racing experience, from 01 January of the year in which they turn 18 years old.

Super Master: Open to riders from 01 January of the year in which they turn 36 years old.

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					
	6 (or more)	5	4	3	2	1
1 st	15	12	10	9	8	7
2 nd	12	10	9	8	7	
3 rd	10	9	8	7		
4 th	9	8	7			
5 th	8	7				
6 th	7					
7 th	6					
8 th	5					
9 th	4					





10th	3					
11th	2					
12th etc.	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 The Western Province Motor Club, Motorcycle Section Committee, is responsible for declaring the winner of the Superbike and Super Master Class.

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 2018 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) 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.

APPROVED BY: Western Cape Regional Committee on the 04th October 2017.

