REGULATIONS AND SPECIFICATION FOR THE 2020 WESTERN CAPE SUPERBIKE REGIONAL CHAMPIONSHIP
(162094/144)

All race meetings shall be held under the 2020 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. **CONTROLLERS**

Will be the Motorsport South Africa (herein refered to as MSA) Western Cape Regional Motorsport Committee.

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 on a MSA Circular at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare a Western Cape Superbike Regional Champion.

4. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2020.

5. ELIGIBILITY OF COMPETITORS:

5.1 The Championship is open to riders who have suitable previous racing experience (as decided by the WPMC Motorcycle Committee on behalf of the Controllers), from 01 January of the year in which they turn 18 years old.

5.2 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.

5.3 Only competitors holding a current valid MSA Regional or National Circuit Motorcycle Racing competition licence are permitted to compete.

5.4 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 on behalf of the Controllers in terms of competency. The clockwise lap time required to enter the class is 1:19,999 or quicker.

6. INCIDENT REPORTS

6.1 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.

6.2 Competitors who fail to hand in an Incident Report Form render themselves eligible for a R 50.00 fine.

7. ELIGIBILITY OF MOTORCYCLES

7.1 Motorcycles with the following engine configurations are eligible: in-line 4 cylinder with capacity from 750cc to 1000cc; and V-twins with capacity from 899cc to 1300cc.

7.2 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. The Specialist Scrutineer (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 (ix).

7.3 Series Sponsor decals as supplied, must be placed either above, below or next to the motorcycle's three race numbers, so as to be clearly visible from the front and either side of the motorcycle.

7.4 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 before qualifying.

b) 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, then wet weather tyres may be used. 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.

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 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 Specialist Scrutineer 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 Specialist Scrutineer. This change will move the rider to the back of his / her 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).

7.5 Engines must be normally aspirated.

7.6 The use of any coolant is permitted provided it is a non-Glycol type. All Glycol based products are prohibited.

7.7 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, except as a source of spare parts.

7.8 A front brake lever guard must be fitted. A clutch lever guard may be fitted at the discretion of the rider.

8. QUALIFYING

8.1 The fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 1.

8.2 The 2nd fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 2.

8.3 If a competitor is unable to participate in the timed Qualifying session, such competitor will be required to start from the back of the grid.

8.4 If it is not possible for the timed Qualifying session to take place, a grid for race 1 will be compiled using the latest championship points standings. The grid will be compiled in the sequence of the championship points, with all the Superbikes ahead of the 600cc bikes. For race 2, the grid will be compiled using the fastest lap time set in race 1, without differentiating the Superbikes from the 600cc bikes.

9. TECHNICAL SPECIFICATIONS

All items not mentioned in the following paragraphs must remain as originally produced by the manufacturer for the standard machine.

9.1 Frame

a) Frame Body and Rear Sub-frame:
The frame must remain as originally produced by the manufacturer for the standard machine.
The sides of the frame body may be covered by a protective part made of composite material. Such protectors must fit the form of the frame.

b) Nothing can be added to the frame body by welding, or be removed by machining.

c) All motorcycles must display the manufacturer's vehicle identification number on the frame body (chassis number).

d) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the standard machine.

e) The rear sub-frame may be changed for an aftermarket unit or altered, but the type of material and dimensions must remain as standard or be of the same or higher specific weight.

f) Bolt-on accessories to the rear sub-frame may be removed.

g) Additional seat brackets may be added but none may be removed.

h) The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

i) Luggage hooks may be removed.

9.2 Front Forks

a) Front forks, as well as the upper and lower fork clamps (triple clamp / fork bridges), must remain as originally produced by the manufacturer for the standard motorcycle.

b) Original internal parts of the standard forks may be modified or changed, provided that no electronic parts or software may be used where same is not fitted to the standard motorcycle.

c) Alternate fork cartridge kits may be fitted.

d) Dust seals may be changed provided the fork remains totally oil-sealed.

e) Any quality and quantity of oil can be used in the front forks.

f) The height and position of the front fork in relation to the fork crowns is free, subject to inspection and approval by the Specialist Scrutineer on safety grounds.

g) A steering damper may be added or the existing unit may be replaced with an after-market damper.

h) Bump stops may be removed.

i) Removal of peening on shim retainer is allowed.

9.3 Rear Fork / Swing arm

a) Every part of the rear fork must remain as originally produced by the manufacturer for the standard machine (including rear fork pivot bolt). Axle adjusters may be changed to allow for the use of paddock stands.

b) Rear wheel-stand brackets may be bolted to the rear fork. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

c) Protective “shark fin” lower chain guards must be fitted to motorcycles where the drive chain runs beneath the swing arm. Chains that run through the swing arm do not need “shark fins”.

9.4 Rear Suspension Unit

a) The rear suspension unit (shock absorber) is free of restriction (to clarify, the original suspension unit may be modified as an alternative to being replaced) but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the standard machine.

b) Ride height spacers are permitted.

c) Removal of peening on shim retainer is allowed.

9.5 Wheels

a) Wheels must remain as originally produced by the manufacturer for the standard machine at the time of sale into the dealer / distributor network.

b) The speedometer drive may be removed and replaced with a spacer.

c) No modification of the wheel-axles or of any fixing and mounting points for the front and rear brake calipers are authorized.

d) Spacers can be modified. Modifications to keep spacers in place are permitted.

e) If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the standard machine.

9.6 Brakes

a) Brake discs can be aftermarket type but the disc diameter must remain as standard.

b) Front discs can be floating, using original rotors and mountings.

c) Front and rear brake calipers (mounts, carriers, hangers) must remain as originally produced by the manufacturer for the standard machine. The caliper may not be spaced from its original mounting point.

d) Front and rear master cylinders may be replaced with aftermarket units.

e) Front and rear hydraulic brake lines may be replaced with braided hoses. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.

f) Front and rear brake pads may be changed. Brake pad locking pins may be modified to a quick-change type. Brake pad locking pins must be lock-wired or otherwise additionally secured. Pins may be changed to the race-drilled type.

g) Additional air scoops or ducts are not allowed.

9.7 Footrests / Foot Controls

a) Footrests may be relocated but their brackets must be mounted to the frame at the original mounting points.

b) Foot control linkages may be modified only to allow the inversion of the gear selection pattern. The original mounting points must remain. Their two original points of fixture (on foot controls and on the shift shaft) must be maintained.

c) Footrests may be rigidly mounted or of a folding type, which must incorporate a device to return them to the normal position.

d) The end of the footrest must have at least an 8mm solid spherical radius.

e) Non-folding steel footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type material (minimum radius 8 mm).

9.8 Handlebars and Hand Controls

a) Handlebars may be replaced (this does not include the brake master cylinder).

b) Handlebars and hand controls may be relocated.

c) Clutch and brake levers may be exchanged for after-market items. The use of a remote adjuster for the front brake is permitted but it must be capable of operation by the rider with both hands on the grips.

d) Electric starter switches and engine stop switches must be located on the right hand side handlebar.

e) The pivot pin for the brake lever must be safety-wired or otherwise additionally secured, eg: using a nylock nut.

9.9 Fairing / Bodywork

a) Fairings, front mudguards and bodywork must appear to be as originally produced by the manufacturer for the standard machine. The aperture in the fairing through which the fork legs pass may be closed off with plastic or similar material in order to direct the airflow onto the radiator.

b) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts. The material may be changed.

c) Sizes and dimensions must be the same as for the original parts without any addition or subtraction of design elements.

d) Windscreens may be replaced.

e) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h) below. This device cannot extend above a line drawn horizontally from axle to axle.

f) The original combination of instrument / fairing brackets may be replaced.

g) The original air ducts running between the fairing and the air box may be changed but the size of the opening in the fairing leading to the duct may be no larger than on the standard motorcycle. The material may be changed. All original deflectors and/or panels within the air ducts and chassis must remain in place and in the same positions as on the standard motorcycle.

h) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing.

i) The lower fairing must incorporate a maximum of two holes of 25mm. These holes must remain closed in dry conditions and must only be opened in wet race conditions.

j) Front mudguards must appear as originally supplied by the manufacturer for the standard machine.

k) Front mudguards may be replaced with exact cosmetic duplicates of the original parts.

l) Front mudguards may be spaced upward for increased tyre clearance.

m) Rear mudguards fixed on the swing arm that incorporate the chain guard may be modified to accommodate larger diameter rear sprockets.

n) All exposed edges must be rounded.

o) Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and it is permitted to add a small plastic protective cone to the frame or engine.

p) The material of the front mudguard may be changed.

q) Rear mudguards fixed to the swing arm may be replaced with cosmetic duplicates. The material may be changed. A chain guard on top of the swing arm may be removed as long as it is not incorporated into the rear mudguard.

r) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swingarm (it may not cover more than 120 degrees of the wheel).

s) The silhouette of the motorcycle must remain as produced by the manufacturer.

t) Closing of the apertures in the fairing is permitted.

9.10 Fuel Tank

a) As standard - no modifications are allowed.

b) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

c) Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

9.11 Seat

a) Seats, seat bases and associated bodywork may be replaced with parts of similar appearance to the items originally produced by the manufacturer for the standard machine.

b) The top portion of the rear bodywork around the seat may be modified to a solo seat.

c) The appearance from both front and rear, and the profile, must conform to the homologated shape.

d) The seat / rear cowl replacement must allow for proper number display.

e) All exposed edges must be rounded.

9.12 Wiring Harness

Also see point 9.16 below

a) Cutting of the wiring harness is not allowed but modifying of the harness, subject to approval by the Specialist Scrutineer, is allowed to facilitate the fitment of approved aftermarket electronic fueling units; OR

b) The wiring harness may be replaced by the 'kit' wiring harness loom as supplied for the 'kit' ECU model produced or approved by the manufacturer of the motorcycle.

9.13 Battery

Aftermarket batteries are allowed providing they are of the same dimensions and specifications as the original battery and fit correctly in the battery box as fitted to the standard machine.

9.14 Radiator and oil coolers

a) The radiator must be the standard unit, but it may be modified. Additional separate radiator/s may also be added.

b) Only the standard oil coolers are permitted. Additional oil coolers are not allowed.

c) The use of any coolant is permitted provided it is a non-Glycol type and the composition is confirmed by the competitor with the presentation of a supporting MSDS certificate. All Glycol based products are prohibited.

d) The heat exchanger (oil / water) may be disconnected from the water-cooling system.

e) Radiator hoses may be replaced and/or modified and/or re-routed.

9.15 Air Box

a) The air box must remain as originally produced by the manufacturer on the standard machine, but the air box drains must be sealed.

b) The air filter element may be removed or replaced by any other filter.

c) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the air box.

d) The emission control system (EPA) may be removed or modified.

9.16 Ignition / Engine Control Unit (ECU)

a) The original standard unit (software / programming) may be altered, the original wiring harness must be used and an external fueling and ignition module may be used.

b) A locally-homologated 'kit' model (produced by, and / or approved by, the motorcycle manufacturer), may also be used with its accompanying wiring loom. Alternatively, a special connector may be used to connect the ECU to the original wiring loom. The retail price of the full system (including software) may not be greater than 1.5 times the retail price of the original system.

c) In addition to option a) above, external ignition and/or injection module/s may be added to the standard production ECU, but their total combined retail price cannot be higher than the complete ECU kit.

d) Lambda sensors, where fitted as standard, may be removed and the units by-passed.

Note: The Specialist Scrutineer shall have the overriding authority in respect of any dispute regarding the eligibility or legality of the ignition / electrical system.

9.17 Fuel Supply

a) Quick' connectors or 'dry-break' connectors may be used.
b) Fuel vent lines may be replaced.
c) Fuel filters may be added.
d) Fuel pumps and fuel pressure regulators must remain standard.
e) The injectors must be the standard units as per the standard motorcycle.
f) One-way valves must be fitted on the fuel vent lines leading to the breather box.

9.18 Cylinder head

a) No modifications are allowed whatsoever.
b) No material may be added to, or removed from the cylinder head.
c) The cylinder head gasket may be changed.
d) The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the standard machine. Any modifications or repairs to the valve seats shall only be permitted where allowed for and specifically detailed in the relevant workshop manual (not tuning manual). No modifications may be made to the valves, even where such modifications are provided for in the relevant workshop manual.
e) Valve spring shims are not allowed unless fitted as standard to the standard machine.

9.19 Camshaft

No modifications are allowed.

9.20 Cam Sprockets

a) No dimensional modifications are allowed.
b) 'Degree-ing' of cams is allowed.
c) Slotting of cam gears is allowed for 'degree-ing' purposes.
d) Pressed cam sprockets may be replaced with an adjustable boss cam sprocket.

9.21 Crankshaft

a) No modifications (including polishing and lightening) are allowed to either crankshafts or flywheels.
b) The balance shaft must remain in place and no modifications are allowed.

9.22 Oil Pumps and Oil Lines

a) No pump modifications are allowed. Oil pump must be as fitted to the standard machine.
b) Oil lines may be modified or replaced.
c) Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

9.23 Connecting Rods

As standard - no modifications are allowed (including polishing and lightening).

9.24 Pistons

As standard - no modifications are allowed (including polishing and lightening).

9.25 Piston Rings

As standard - no modifications are allowed.

9.26 Piston Pins and Clips

As standard - no modifications are allowed.

9.27 Cylinders and Transmission Casings

a) As standard - no modifications are allowed.
b) No material may be added or removed from the cylinder and / or casings.
c) No sharp edges may be chamfered.
d) The gasket surface must be visually identical to that of a stock motorcycle.

9.28 Crankcase and all other Engine Casings

a) No modifications are allowed.
b) Crankcase / gearbox casings, as well as ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of carbon / Kevlar or similar composites. The fitment of such additional protection is highly recommended.
c) Engine case guards may be installed in the form of strengthened engine side covers. These covers must be constructed of the same material and be no lighter in weight than the standard item.
d) The original crankcase covers may be modified subject to the position and dimensions of the covered parts remaining unchanged.
e) Crankcases must remain as standard. No modifications are allowed (including painting, polishing and lightening).
f) It is not allowed to add a pump used to create a vacuum in the crankcase.
g) If a vacuum pump is installed on the standard motorcycle then it may be used only as standard.

9.29 Transmission / Gearbox

a) Additions to the gearbox or selector mechanisms are not permitted, with the exception that 'quick-shift / auto-blip' systems are permitted. Such systems must either be as fitted to the standard motorcycle or an aftermarket system.
b) Countershaft sprockets, rear wheel sprockets, chain pitch and size can be changed.
c) The undercutting of the gears is allowed for safety purposes.
d) The primary drive gear ratio must remain as standard.
e) The sprocket cover may be modified or eliminated.
f) Chain guard, as long as it is not incorporated in the rear fender, may be removed.

9.30 Clutch

a) No modifications are allowed.
b) Only friction and drive discs may be changed but their quantity must remain as original.
c) Clutch springs may be changed.
d) No additional spacers may be added.

9.31 Spark plugs

Spark plugs may be replaced.

9.32 Generator / Electric Starter

a) No modifications are allowed to rotors, stators or wiring.
b) The electric starter must operate normally and must always be able to start the engine during the event and until such time as the time limit for protests has expired.
c) The engine must start and turn on its own power when the electric starter has stopped its procedure.

9.33 Exhaust System

Exhaust pipes, headers, silencers and hangers may be modified or replaced with aftermarket alternatives. The noise limit as per Circuit limitations may not be exceeded.

9.34 Fasteners

a) Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
b) Fasteners may be drilled only for safety wire but intentional weight-saving modifications are not allowed.
c) Fairing/bodywork fasteners may be changed to a 'quick-disconnect' type.
d) Aluminium fasteners may only be used in non-structural locations.

9.35 The following items may be altered from those fitted to the standard motorcycle, or replaced:

a) Any type of lubrication, brake or suspension fluid may be used.
b) Any type of spark plugs (and plug caps) may be used.
c) Any tyre inner tube (if fitted) or inflation valves may be used.
d) Wheel balance weights may be discarded, changed or added to.
e) Gaskets and gasket materials.
f) Painted external surface finishes and decals.
g) Bearings may be changed but their type and construction must remain as standard.
h) The radiator overflow bottle may be replaced, subject to compliance with point 9.37 (h).
i) Any brake pads may be used.

9.36 The following items MAY be removed:

a) Instruments, instrument brackets and associated cables
b) Horn
c) Licence plate bracket
d) Toolbox
e) Tachometer
f) Speedometer
g) Radiator fan
h) Passenger foot rests
i) Passenger grab rails
j) Chain guard as long as it is not incorporated in the rear fender
k) Bolt-on accessories on the rear sub-frame
l) Thermostat
m) Noise reduction flaps in the inlet tract.

9.37 The following requirements MUST be complied with:

a) All motorcycles must be equipped with functional ignition kill switch or a button mounted on the handlebars, within reach of the hands while on the hand-grips and that is capable of stopping a running engine.
b) Throttle controls must be self-closing when not held by the hand.
c) Safety bars, centre and side stands must be removed (fixed brackets must remain).
d) All drain plugs must be wired. External oil filter(s) and screws, plugs and bolts that enter an oil cavity must be safety-wired, as must the oil filler cap.
e) Where breather or overflow pipes are fitted they must discharge via existing outlets.
f) The original closed breather system must be retained. No direct atmospheric emission is permitted.
g) Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and must be emptied before the start of a practice session or race.
h) The minimum size of any such catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

i) Headlamps, rear lamps, mirrors and turn indicators must be removed, but the profile and frontal appearance, including the turn indicator shape where this is molded into the fairing, must be retained. Any openings left by the removal of items must be covered by a suitable material.

j) Front brake calipers and brake lever pivot pins must be safety-wired or otherwise additionally secured.

k) Protective race helmets MUST BE Snell, Dot, JIS or ECE Approved and must have a 'double D ring' fastener.

9.38 Additional Equipment

Additional equipment not on the original standard motorcycle may not be added with the exception of data acquisition computers, and recording equipment, etc. The use of on-board lap timers is allowed, and on-board cameras or similar devices may be used.

9.39 Telemetry / Data Logging

a) The use of telemetry is not permitted.

b) Data logging is permitted subject to the units used appearing on the homologated parts list and further subject to the application of an all-inclusive retail price cap of an amount of R20 000 (excl. VAT), with an allowance for exchange rate fluctuations. Items such as wheel speed sensors, potentiometers and brake pressure sensors are considered together with the base unit in the calculation of the price cap.

9.40 Non-Compliant Parts / Components

Any part/component found not to comply with the regulations, and which is incapable of being brought back into specification in a permitted manner, may be confiscated and retained by MSA to prevent its continued use in events.

10. CHAMPIONSHIP EVENTS

All Western Cape Motorcycle races held during 2020 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.

11. CLASSIFICATION OF A STARTER

Refer GCR 230 & GCR 266.

12. CLASSIFICATION OF A FINISHER

Refer to GCR 274 (ii).

13. MINIMUM NUMBER OF STARTERS

In order for a class to qualify for Regional Championship status at each round, there must be a minimum of six (6) eligible starters.

14. CLASSES

The Superbike championship consists of 1 class (Superbike), however, riders in this class who are 35 years old, (turning 36 in the current year) and older, are recognised as 'Masters'. This is however not a standalone class, but rather just a way of recognising the older riders.

Riders who are under 35 years old, and who race older generation motorcycles (previous generations compared to the latest generation) may also be recognised at Club level as 'SuperStock'.

15. POINTS SCORING

15.1 Points will be scored by the top 15 Superbike finishers in each race as follows:

1st	-	25	2nd	-	20
3rd	-	16	4th	-	13
5th	-	11	6th	-	10
7th	-	9	8th	-	8
9th	-	7	10th	-	6
11th	-	5	12th	-	4
13th	-	3	14th	-	2
15th	-	1			

15.2 Full points will be awarded to eligible competitors, irrespective of the number of starters for the event. These points, so allocated, will be included in the total points scored by the competitors in determining the final championship positions at the end of the year.

However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event.

15.3 Competing riders who are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship and as eligble starter.

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

All qualifying races run in the 2020 calendar year will count towards the Championship. Should less than twelve (12) qualifying races be run in the 2020 Championship year, the Championship will be declared null and void by the Controllers.

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.

21. SOCIAL MEDIA

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 MSA, the Championship, the Club, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA 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 MSA 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.

NOTE: Whatever is not specifically allowed in these rules, is disallowed.

APPROVED BY: Western Cape Regional Committee on 2 October 2019.