



2025

WC Regional Standing Supplementary Regulations

Karting Championship



Version 1

28 January 2025

Ref: WC 121 - 25

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 these 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.

All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, MSA SARMC National Karting Sporting Regulations, MSA SARMC Technical Regulations, Global Rotax Max Challenge Technical Regulations, MSA SARMC Bambino Technical Regulations, Comer CX52 Technical Regulations, MSA National Rok Karting SSRs, MSA National Rok Technical Regulations, the event Supplementary Regulations (SR's) issued by the promoters and / or organisers, MSA National Karting Homologation Regulations and all associated Homologation Forms, Identification Sheets, Specifications, Appendices, Bulletins and any applicable Circulars of MSA available at www.motorsport.co.za.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. CONTROLLERS AND RULES

- 1.1 The controllers will be the Motorsport South Africa (herein referred to as MSA) and the Western Cape Regional Committee.
- 1.2 All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, MSA SARMC National Karting Sporting Regulations, MSA SARMC Technical Regulations, Global Rotax Max Challenge Technical Regulations, MSA SARMC Bambino Technical Regulations, Comer CX52 Technical Regulations, MSA National Rok Karting SSRs, MSA National Rok Technical Regulations, the event Supplementary Regulations (SR's) issued by the promoters and / or organisers, MSA National Karting Homologation Regulations and all associated Homologation Forms, Identification sheets, Specifications, Appendices, Bulletins and any applicable Circulars of MSA available at www.motorsport.co.za. **These are collectively herein referred to as 'The MSA Rules'**. Any variances to these will be referred to within these SSRs.

2. AIM OF THE CHAMPIONSHIP

To declare a Western Cape Regional Karting Champion in each of the following Classes:

- Bambino (C52)
- Tillotson Cadet
- Micro Max
- Mini Max
- Mini Rok
- Mini Rok U/10
- Junior Max
- OK-J
- Senior Max
- OK-N
- DD2
- DD2 Masters
- KZ2

3. ELIGIBILITY OF COMPETITORS

- 3.1 The Championship shall be open to all competitors resident within the area controlled by MSA Western Cape Regional Motorsport Committee as well as any other suitably licensed competitor not taking part in any other MSA sanctioned Regional Karting Championship series / event for reasons acceptable to the MSA Western Cape Regional Motorsport Committee.
- 3.2 Only competitors with a valid MSA Regional or National competition licence for Karting are permitted to compete.
- 3.3 Class applicable ages and weight limits are as per 'The MSA Rules'.

- 3.4 The Clerk of the Course (COC) at his / her sole discretion may stop any competitor from competing on the grounds of safety of the other competitors if it is deemed that they are driving in a manner that clearly indicates a lack of experience and / or his / her inability to produce regular lap times that are within 107% of the front running lap times for that class.

4. COMPETITORS – ENTRANT REQUIREMENTS

The following regulations are supplementary to the General Competition Rules of MSA.

The provisions of GCR 22 notwithstanding, in karting should a parent or court appointed legal guardian not be in a position to be present for the duration of the event and / or act as the entrant for his or her minor child, he or she may nominate another parent / legal guardian whose minor child is taking part in the same event/s or, alternatively, an adult competitor taking part in the same event, to act as his / her entrant by proxy. To be valid, any such proxy nomination must be submitted, in writing and signed by the parent / legal guardian appointing the proxy, to the Race Secretary for the relevant event/s prior to the commencement of competition.

An adult competitor may appoint another adult competitor competing in the same event to act as his / her entrant. Subject to what is set out below in order for that appointment to be valid, that appointment must be submitted in writing recording the reasons for the appointment and signed by the adult competitor appointing another adult competitor to act on behalf of his / her behalf to the Race Secretary for the relevant event prior to the commencement of the event.

For the purposes of this Regulation, an adult competitor excludes any person/s or body deemed to be a competitor (as envisaged in GCR 19) as a consequence of being an entrant in terms of GCR 22.

The Stewards and / or the Clerk of the Course shall be entitled to investigate the reasons why a parent / legal guardian and / or an adult competitor is not in a position to act either for himself / herself or for his / her minor child as an entrant. The Stewards and / or the Clerk of the Course shall in their sole and absolute discretion be entitled to accept and / or reject the appointment of either the third party nominated to act for a minor child or an adult competitor nominated to act for another adult competitor.

It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations, and the sporting regulations ('The MSA Rules'). The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and / or separately for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity. Entrants, competitors, assistants, and guests must always wear the appropriate identification credentials if these have been provided to them.

The legal parent / guardian / entrant (for a competitor under the age of 18) and / or competitor / entrant (18 years and older) must sign-on prior to entering the track with their kart on race day.

5. ELIGIBILITY OF EQUIPMENT (ENGINES & CHASSIS)

As per 'The MSA Rules' for each class.

6. TYRES

- 6.1 Only tyres as specified in 'The MSA Rules' for the class are permitted.
- 6.2 For all events forming part of the WC Regional Karting Championship, competitors may elect to use new or used tyres for the event.
- 6.3 Only 1 set of new or used tyres are allowed from the start of qualifying for each of the Regional Championship events.
- 6.4 The number of tyres used may be changed at the discretion of the Controllers for a particular class or classes being raced.
- 6.5 Wet weather tyres will be as specified in 'The MSA Rules' for all classes.
- 6.6 The use of wet weather tyres in qualifying or any race heat/s will not be permitted unless a wet race or practice is declared by the Clerk of the Course. Likewise, the Clerk of the Course can withdraw authorization for wet weather tyres at any time.
- 6.7 It is permitted for Tillotson Cadet, Bambino, Kid Rok and Micro Max to use a heat gun or other means to remove rubber in between race heats. This may not be abused to pre-heat tyres before a race heat and any competitor presenting on the pre-race grid with hot tyres will not be permitted to start until sufficient water has been poured over the tyres to cool them down. The onus is on the competitor to cool the tyres to the satisfaction of the officials.
- 6.8 The organisers have limited electrical power supply, the provision of your own generator is compulsory if you intend using a heat gun at the circuit at any time. Heat guns are **NOT** permitted to be plugged into the WPMC electrical system at any time and offenders will be subject to a R500 fine.

7. NOSE CONES

As per 'The MSA Rules', nose cones are to be in a good condition and passed by scrutineering. Repaired and patched nose cones pose a danger and will not be permitted.

8. WEIGHTS

'The MSA Rules' apply. Exclusions for not weighing may **NOT** be dropped.

9. MINIMUM NUMBER OF STARTERS

- 9.1 In order for a class to qualify for Regional Championship status on a given race day, there must be a minimum of six (6) eligible starters – see definition of a starter in 9.2 below – who can reasonably be deemed to have taken part in the event. Any disputes in this regard shall be adjudicated by the championship controllers as defined in these regulations.
- 9.2 Definition of a “Starter”: To be classified as a STARTER, a competitor has to cross the start line and activate the timing system in at least one race/heat on the day.
- 9.3 A class will be deemed to have achieved the required minimum number of starters, and all races/heats run on the day will score towards the Regional Championship, if the class achieved the required minimum number of eligible starters in at least one (1) of the races/heats on the day.
- 9.4 In order for any class to be included in the timetable of an official race day, there must be a minimum of five (5) entered eligible starters. For every number of starters less than six (6) the race heat may be reduced by two (2) laps with a minimum of four (4) eligible starters for junior classes and five (5) eligible starters for senior classes.
- 9.5 Competitors are required to complete at least three (3) continuous practice laps prior to racing or as per the discretion of Clerk of the Course.

10. RACE DISTANCE

Qualifying race heats shall be run over the following distances:

Tillotson Cadet / Bambino Minimum of 6 laps – Maximum of 8 laps

Micro Max / Mini Max / Mini Rok / Mini Rok U/10 Laps Minimum of 10 laps - Maximum of 12

Jnr Max / Snr Max / DD2 / DD2 Masters /
OK-J / OK-N / KZ2 Minimum of 15 laps - Maximum of 20 laps

In cases of severe weather conditions or any unforeseen situation which may restrict the completion of the event, a race/heat time limit + 1 lap procedure will apply when called for by the COC (irrespective of the minimum race heat distances above. These races/heats shall count towards the Championship if all other Championship criteria are fulfilled.

11. STARTING / RESTARTING PROCEDURES

Starting procedures as per ‘The MSA Rules’ for the applicable class or as per the SR’s for each event.

Restarting or Resuming a race/heat will always be as per the “Slow Process” as defined and referenced in the MSA SARMC National Karting Sporting Regulations, regardless of class.

The Organisers reserve the right to start the Tillotson Cadet and Bambino class under ‘Pace Kart’ conditions.

In the case of jump starts and / or starting infringements, the decision will lie with the COC, his / her assistants, the starter or observers, and the onus would be on competitors to provide evidence to the contrary.

12. QUALIFYING AND GRIDS

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.

Grids / Starting Positions

As per ‘The MSA Rules’ unless otherwise specified in the SR’s for each event.

13. DRIVER’S BRIEFING

If it is stated in the supplementary regulations that a drivers’ briefing is to be held prior to the commencement of racing, it is compulsory for all competitors to attend. Failure to attend drivers briefing and not excusing themselves may result in a fine of R500.00.

14. SAFETY PROCEDURES

- a) ENTERING PITS - It is compulsory for all competitors to stop and cut / switch off their engines at the entrance to the paddock areas. Failure to observe this rule may result in a fine of R750.00.
- b) During both practice (unofficial and official) and racing, competitors intending to leave the track to enter the paddocks or pits **MUST INDICATE THEIR INTENTION BY RAISING ONE ARM. THEY MUST LEAVE THE TRACK ON THE SIDE THAT WILL GIVE THEM AN UNINTERRUPTED RUN INTO THE PIT OR PADDOCK ENTRANCE WITHOUT CROSSING THE PATH OF A FOLLOWING KART.**

15. OUTSIDE ASSISTANCE

No competitor may receive outside help on the track once the karts have left the pre-start grid for the start of a race heat, other than a marshal or race official in order to assist competitors who have come to a stop and to place a kart off the circuit to avoid obstructing other competitors. The starting of engines or pushing of karts is only permitted by the competitor concerned when it is deemed safe.

Competitors may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race. Karts entering these areas for repairs must slow down significantly and approach with extreme caution, coming to a complete standstill prior to returning to the race circuit.

- a) Tillotson Cadet and Bambino competitors may receive outside assistance with the permission of the Clerk of the Course from a limited number of identified parents / pit crew who have been given an introductory marshalling course and are registered as Officials with high visibility vests, and signed indemnities.
- b) These parents / pit crew must assist all Tillotson Cadet and Bambino competitors and not only their own children, otherwise they will no longer be permitted to assist on track.
- c) From the commencement of the official qualifying practice, only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, unless it is an authorized race official, is automatic exclusion from that race heat or qualifying.
- d) There is a demarcated 'Service Area' for repairs to karts which does not require karts to cross the scale and is accessed via the designated slip road between 'Golf Club' and 'Pit Bend'. Competitors may make use of this area DURING RACING ONLY without the necessity of first crossing the scale. Karts entering this area for repairs must slow down significantly and approach with extreme caution, coming to a complete standstill in the painted 'box' prior to returning to the race circuit.
- e) Any person (e.g. Parents, coaches, mechanics) who enter the track on foot (including practice days) must wear a high visibility vest. Failure to do so may result in a R500 fine for the first offence, rising to R1000 for each subsequent offence.
- f) No trolleys or equipment are permitted onto a circuit that has karts in motion at any time.

16. POINT SCORING

The following point scoring system will apply to all classes at Regional events scoring towards the WC Regional Karting Championship:

1st	-	35 points	5th	-	28 points
2nd	-	32 points	6th	-	27 points
3rd	-	30 points	7th	-	26 points
4th	-	29 points	8th	-	25 points, etc.

16.1 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. (For SARMC nominated scoring events please refer to ART 16.7 below).

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.

- 16.2 Competitors competing in more than one class will score individually in each class and points gained in one class will not be included with points scored in any other class.
 - 16.3 Competing competitors who are ineligible for the Championship will be ignored for the purpose of scoring the Championship. The onus rests on the organisers to indicate which competitors should not be scored, should this apply.
 - 16.4 Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive the points they would have been awarded had they competed separately in their appropriate classes.
 - 16.5 A competitor, who has come under starter's orders but fails to qualify as a finisher will be scored as per 'The MSA Rules' applicable to their class.
 - 16.6 Definition of a "Finisher": To be classified as a FINISHER, a competitor has to have completed 67% of the race/heat distance rounded down to the nearest whole number of laps.
 - 16.7 Official 'SARMC' scoring regional rounds which require the submission of scores to the promoters will be scored and awarded points as per 'The MSA Rules', however, WC Regional Karting Championship scoring will be scored as per section 16 above.
- 17. CHAMPIONSHIP RACE MEETINGS**
There will be a minimum of six (6) events and a maximum of eight (8) events in the Championship, with each event generally consisting of 3 races/heats per class.
- 18. NUMBER OF RACES SCORING TOWARDS CHAMPIONSHIP**
- 18.1 All races/heats in all qualifying events will score towards the Championship. The best 21 heat scores will count towards the Championship, i.e. where more than 21 heats are run, the competitor will drop his / her worst heat result scores, including any 0 (zero point) score from a heat not entered or participated in, but excluding any score resulting from an exclusion from a heat or an event where it was indicated that the exclusion could not be dropped as per 'The MSA Rules' for that class.
 - 18.2 In the event of any class or classes not qualifying for a minimum of 18 races/heats (or amount as subsequently modified by a MSA Circular) then such class will no longer be eligible for Regional Championship status.

19. ANNOUNCEMENT OF POINTS AWARDED

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

20. SEPARATION OF TIES OVERALL

In the event of a tie having to be resolved to declare a Regional Championship winner, preference will be given to the competitor having the greatest number of race/heat wins, then seconds then thirds etc. If the tie is not resolved using this method, then the competitor with the highest score for the last race day in the Championship series shall be declared the winner. If this is not effective, Motorsport South Africa and the Western Cape Regional Committee shall declare the winner on any basis it may deem fit.

21. DECLARATION OF CHAMPIONS

Motorsport South Africa and the Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winners of each Championship class, or to withhold such declaration.

22. COMPETITION NUMBERS

As per 'The MSA Rules'. NOTE: Racing Numbers 1 – 10 will be reserved for the top ten finishers in the previous year's SA Championship for each class.

23. SAFETY CLOTHING

Competitors shall wear, both during official and unofficial practice and during all racing, a properly positioned and secured crash helmet, with splinter proof visor in position. In addition, gloves that cover the hands completely, and a protective one-piece race suit must be worn. Boots and socks must be worn adequate to cover and protect the ankles. For all competitors younger than 13 years of age, suitable neck braces and chest guards are highly recommended.

a) SUITS – Karting Suits must have a CIK homologation number or MSA approval.

b) HELMETS - All competitors must wear a helmet with efficient and unbreakable protection for the eyes. All helmets must comply with the DOT, SNELL, ECE or CMR specifications approved for the following categories of motorsport, Cars, Motorcycle and Karts. All helmets must have chin protection (Full-face helmet). It is highly recommended that competitors of the age 15 and younger use CMR specification helmets.

NOTE: The use of Helmets 10 years after their date of manufacture is not permitted. All labels and markings indicating specifications and date of manufacture must be clearly visible. Event officials may request a competitor to provide proof that the helmet does comply with requirements as set out in this regulation. Competitors must always secure all loose straps or flaps around the helmet base and neck area, including neck brace and overall straps. If doubt exists with officials as to whether a helmet strap is fastened correctly, the competitor will receive a black & orange flag. Once the competitor has secured the helmet and / or loose straps then he / she will be allowed to return to the circuit.

- c) NECK PROTECTION – The use of suitable karting neck protection is highly recommended.
- d) CHEST (RIB) PROTECTION – The use of suitable Chest and Rib protection is highly recommended.

24. AMALGAMATION OF CLASSES

- a) Amalgamation of classes may take place in all events if there are less than 10 entries in a single class, subject to the proviso that:
 - i. KZ, DD2 or any gearbox karts may never be amalgamated with any other non-gearbox class.
 - ii. Tillotson Cadet, Kid ROK and Bambino classes may generally not be combined with each other or any other class, however, refer to the SR's for each event.
 - iii. It is permitted to combine Micro Max with Mini Max, and Junior with Senior Max and OKJ with OK-N provided they are scored separately within their own classes.
 - iv. Note: The amalgamation does not upgrade any competitor to a higher class and does not serve to help meet the minimum number of starters for any specific class for the purpose of eligibility for championship points.
 - v. Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive points they would have been awarded had they competed in their appropriate classes.

- b) Padding a class under the guise of amalgamation is not permitted.

24.1 DD2 and DD2 Masters:

- a) DD2 and DD2 Masters will qualify together and the grid for race/heat 1 is determined by qualifying times from fastest to slowest regardless of class (DD2 or DD2 Masters).
- b) A competitor, who fails to set a qualifying time, will start at the back of the grid irrespective of his / her class.
- c) DD2 and DD2 Masters scoring when combined will be "class within a class" - so all are scored first as DD2 and then re-scored with only the DD2 Masters competitors. Both these classes, so scored, will be eligible to qualify for Regional Championship status.

24.2 Amalgamation of other classes:

- a) As provided for in 'The MSA Rules'.
- b) Will qualify together and the grid for heat 1 will be determined by qualifying times from fastest to slowest in each specific class. As an alternative, provided stated in the SR's a split start between the classes may be permitted.
- c) A competitor, who fails to set a qualifying time, will start at the back of the grid of his/her class.

25. DESIGNATED REVVING AREA

To avoid excessive noise and exhaust emissions, revving the engine in the pits and parc ferme is not allowed (except a short function test – 5 seconds maximum)

Competitors are advised that organizers and officials will strictly enforce this regulation and to accommodate those wishing to "REVV" or warm up their engines the following points will apply:

- a) "Parc Ferme" is defined as any area in or surrounding the pits, access roads, parc ferme or the pre-race grid.
- b) There is a designated "REVVING" area at the main access road to the pits alongside 'Golf Club' corner. This is the only place where tests of longer than 5 (five) seconds are permitted.
- c) A fine of R500.00 for a first offence will be imposed for any breach of these regulations. Any subsequent transgressions will be penalised at the discretion of the race officials.
- d) A statement from any 'signed on' official of the event is the only evidence required for the imposition of a penalty.

26. ON BOARD CAMERAS

Competitors are strongly advised to always carry onboard cameras. This is particularly advisable as certain decisions and subsequent penalties by the COC, their assistants, the starter or observers require competitors to provide evidence to the contrary:

- a) Recording devices (Go-Pro's) may only be mounted with the standard brackets (as supplied with the unit) to the kart's plastic side pods, nose cone and rear bumper or bib and on top of the radiator. No additional mounting extension between the kart and the recording device is permitted.
- b) A maximum of two recording devices is allowed per kart. It is **NOT** permitted to mount any device on the outside of helmet or a competitor's body.
- c) Competitors are to ensure cameras are adequately and securely fitted to their karts for inspection at scrutineering and at any time during an event.
- d) Competitors are to declare their intention to use a camera on their entry form.
- e) Competitors are to make available all camera footage to officials on demand

27. ENVIRONMENTAL

- a) Environmental mats of the correct specification must be used at all times covering the ground below any standing karts.

- b) The spraying of flammable liquids is prohibited in and around all pit areas.
- c) No spraying or cleaning of karts with hoses is permitted in and around all pit areas. Karts must be wiped clean only.
- d) Any gazebos or temporary structures in and around the pit areas must not obstruct the free passage of karts and / or emergency vehicles.
- e) All waste fuel and oils must be disposed of in the containers provided.
- f) It is prohibited to use pegs, anchors or disrupt or damage the surface of any tarred or concreted areas in and around the pit area.

28. NEW COMPETITORS

Novice day practice is advised to ensure the safety of the new entrant as well as the rest of the competitors. A committee member or class rep may require that an on-track assessment and theoretical presentation be attended prior to a first race entry before being accepted to race. All new competitors 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 competitors. The class rep or committee member must also be confident that the competitor understands the rules, SSR's and all the flags.

New competitors are to wear a contrasting colour cross on the back of their helmet as well as the rear bumper for their first three racing events.

29. CONDUCT

Refer to 'The MSA Rules'.

- a) All persons shall conduct themselves in an orderly manner. Any disorderly conduct or any failure to obey official instructions or any breach of these regulations by entrants, competitors, or their assistants, shall make the entrant or competitor concerned liable to a penalty and / or fine.
All participants must play within the rules and respect race officials and their decisions.
- b) All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background, or religion and take responsibility for their actions.
- c) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the competitor, according to the regulations.
It is the participants own responsibility to identify and measure his / her own skill level against his / her competitors, and take responsibility for the risks associated with training, testing and or racing. It is noted that a basic level of competence is required.

- d) It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- e) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event or a committee member during other times.
- f) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports is promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing, or racing events.
- g) When taking part in any event, it is the responsibility of the competitor to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations, or conditions, should be asked in the drivers briefing held before each event.
- h) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- i) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- j) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, will be held responsible and liable for their actions.
- k) If the offence occurs during a race day, (15j above) the kart and competitor concerned may be excluded from the race heat, or entire event and/or a penalty and / or a fine may be imposed. Failure to report at a specified time shall be a breach of the regulations and may be subject to a penalty and / or a fine.
- l) Wild or disorderly driving shall be subject to exclusion.
- m) Any proceeding, derogatory action, or interference with or against a race official by entrants, competitors, or their assistants shall be considered a breach of GCR 172 (iv) and shall make the entrant liable to a penalty and / or a fine. (Refer to GCR 121 for the definition of responsibility).
- n) Abuse of officials – refer GCR 172 (x). Anyone verbally or physically abusing, disrespecting or obstructing any of the Officials will also result in a fine as laid out in the MSA GCR Handbook. A statement from any 'signed on' official of the event is the only evidence required for the imposition of a fine.

30. INCIDENT REPORTS, PROTESTS AND APPEALS

Incidents reports are permitted for all WPMC Regional classes, excluding eligible classes racing in events that are designated as SARMC Regional / National point scoring events. Such provision may be made in the SRs for each event specifically.

Incident reports must be submitted in writing to the CoC (or Race Secretary) within 30 minutes of the finish of the race/heat concerned. The submission of an 'Incident Report' is not a guarantee of a hearing or any further action by the CoC. If a competitor feels suitably aggrieved by an incident, competitors are reminded of their right to lodge an official 'Protest' as per below.

For Protests, Refer to Part X of the GCR's.

For Appeals Refer to Part X of the GCR's

31. 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 competitors, 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. 'The MSA Rules' have reference.

32. VOTING

Only an adult (18yo+) competitor member or a parent / legal guardian member of a competitor (U18) who has competed within the section at a minimum two race meetings within a period of the previous AGM and that years AGM are eligible to vote, and if applicable, are also paid up members of WPMC and that section and / or are members of the standing committee allowed to vote at the sections yearly AGM.