

REGULATIONS AND SPECIFICATIONS FOR THE 2020 WPMC
CLUBMAN RIDER'S CLUB CHAMPIONSHIP
(162106/144)

1. AIM OF THE CHAMPIONSHIP

- 1.1 This is a Club status championship.
- 1.2 The aim of the championship will be to declare an Overall Western Province Motor Club Clubman Rider's Champion for 2020 and Class champions as applicable (Clubman Class A and Clubman Class B).
- 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

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 Motorcycle Section Committee.

3. REGULATIONS

- 3.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 3.2 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.
- 3.3 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 GCR's or SSR's, as applicable, will then apply.
- 3.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC SportCom.
- 3.5 All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (e-mail or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.

4. ELIGIBILITY OF COMPETITORS

- 4.1 Competitor's age: Refer to SSR 1
- 4.2 The Championship is open to:
 - 4.2.1 Paid up members of good standing of the WPMC; and who are
 - 4.2.2 Holders of a valid MSA circuit motorcycle competition licence of relevant status.
- 4.3 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- 4.4 Invited riders are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 4.5 Riders that have no racing experience are required to have completed at least 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.
- 4.6 First time riders must wear a brightly coloured bib over their leathers for their first two race meetings and associated practice sessions (or more, at the discretion of the controllers).

5. ELIGIBILITY OF MOTORCYCLES

- 5.1 Motorcycles with the following engine configurations are eligible: in-line 4 cylinder with capacity from 600cc to 1000cc; in-line 3 cylinder with capacity up to 680cc; and V-twins with capacity from 749cc to 1300cc.
- 5.2 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. Refer to GCR 240.
- 5.3 **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.**
- 5.4 Tyre choice is free.
- 5.5 Engines must be normally aspirated.
- 5.6 Lap timers may not be fitted to the motorcycle. No timing device may be used to inform the rider of his/her lap times.
- 5.7 A front brake lever guard must be fitted. A clutch lever guard may be fitted at the discretion of the rider.
- 5.8 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, except as a source of spare parts. See 12.3 below.

6. MACHINE SPECIFICATIONS

- 6.1. Any modifications are allowed, except the fitment of turbo's and nitrous oxide. See 6.3 below.
- 6.2. Protective 'shark fins' 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'.
- 6.3. It is advisable that no modification that cannot be reversed (undone) is done to the motorcycle, because if the rider breaks out to the Superbike class, the motorcycle will need to conform to the Superbike regulations.
- 6.4. A sound limit of 108dB, when tested at 0,5m will be enforced. Refer to Silencing of Vehicles in the event SR's.

7. CHAMPIONSHIP EVENTS

- 7.1. All WPMC races held at Killarney during 2020 and listed as a qualifying race in the SR's, will be deemed to be qualifying races, and 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 Championship.
- 7.2. The 2020 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.

8. CLASSIFICATION OF A STARTER

Refer to GCR 230 & GCR 266.

9. CLASSIFICATION OF A FINISHER

Refer to GCR 274.

10. MINIMUM NUMBER OF STARTERS

In order to qualify for Championship status, at each race meeting there must be a minimum of 6 eligible starters for the race meeting in question.

11. CLASSES

- Clubman Class A: 1 min 17.000 seconds to 1 min 20.999 seconds
 Clubman Class B: 1 min 21.000 seconds and slower
 Class X: Riders ineligible for Championship points. Also used for guest riders.

12. POINTS SCORING

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

Position	Number of Starters per Class					
	6 (or more)	5	4	3	2	1
1 st	25	20	16	13	11	10
2 nd	20	16	13	11	10	
3 rd	16	13	11	10		
4 th	13	11	10			
5 th	11	10				
6 th	10					
7 th	9					
8 th	8					
9 th	7					
10 th	6					
11 th	5					
12 th	4					
13 th	3					
14 th	2					
15 th	1					

Note: Points scored in Clubman Motorcycles are not carried over to Superbikes / Super Masters / 600's when a rider breaks out into Superbikes / Super Masters / 600's.

- 12.1 Competing riders who are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship.
- 12.2 Rider/motorcycle combinations that have competed in the previous year's Clubman Riders Championship will carry their class classification into the current year. If the Class times have changed, classification will take place at the combination's first timed qualifying 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 qualifying for the first race of the season.
- 12.3 Any new rider/motorcycle combination entering a race from round 2 onwards, will be required to compete in one race meeting (in Class X) before being allocated to a class and scoring points, unless such rider is moving up from the Breakfast Run Class, in which case the best lap time recorded whilst in that class will be used to classify the rider. Class classification will be taken from the fastest lap time recorded whilst 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 qualifying for the new combination's first race. If a rider changes motorcycles during the season, and the new motorcycle has a different engine capacity, such rider will be required to compete for one race meeting in Class X. 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 Qualifying 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.

- 12.4 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.
- 12.5 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.
- 12.6 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. The competitor's total points scored will be used when allocating the class position. If the number of points is equal in both of the classes, the competitor will be given a position in the class in which highest number of 1st positions were recorded. If this is still equal, then the number of 2nd positions will be used (then 3rd etc) to determine the class.

13. 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. Refer to SSR 4.

14. 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.

15. SEPARATION OF TIES

Refer to GCR 229

16. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the WPMC office on the second Monday following the event, and any objections concerning the scoring must be received by that office, in writing, not later than the Friday following the Monday on which the scoring became available.

17. QUALIFYING

- 17.1 The fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 1.
- 17.2 The 2nd fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 2.
- 17.3 If a competitor is unable to participate in the timed Qualifying session, such competitor will be required to start from the back of the Clubman / Classic Superbike grid.
- 17.4 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 Class A riders ahead of the Class B riders. For race 2, the grid will be compiled using the fastest lap time set in race 1, without differentiating Class A from Class B.

18. 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 video. As such, competitors should be aware that their conduct on social media regarding Killarney International Raceway, WPMC, its members, officials and sponsors should reflect the impact that social media has. If a competitor is considered to have brought Killarney International Raceway and/or WPMC into disrepute in the opinion of the Controllers, they may be subject to a penalty or exclusion / disqualification. Additionally, competitors are reminded that 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 racing and the posting on social media of images / video 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.