



2022

WC Regional Standing Supplementary Regulations

Karting Championship



Version 2

10 March 2022

Ref: 162698/144

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 the 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.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
2	Immediate effect	10.03.2022	Wording added
18.1 c)	Immediate effect	10.03.2022	Wording added and deleted
18.3 e)	Immediate effect	10.03.2022	Wording added and deleted

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All race meetings shall be held under the 2022 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 referred to as MSA) Western Cape Regional Committee.

2. AIM OF THE CHAMPIONSHIP

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

Bambino (C52)

Bambino (C50)

Micro Max

Mini Max

Mini Rok

Junior Max

Senior Max

DD2

DD2 Masters

ROK OKJ

KZ2

Kid Rok

3. ELIGIBILITY OF DRIVERS

3.1 The Championship shall be open to all drivers 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 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 Classes and applicable age and weight limits are as per the 2022 MSA National Karting Sporting & Technical Regulations.

4. ELIGIBILITY OF EQUIPMENT (ENGINES & CHASSIS) AND OIL

4.1 As per the 2022 MSA National Karting Regulations, MSA approved Technical Specification / Homologation sheets for both engines and chassis.

4.2 As envisaged in Article 1 c) of the 2022 MSA National Karting Technical Regulations, the MSA Karting Management Group has approved the following deviations:

a) It is mandatory for all Rotax engines competing in the WC Regional Karting Championship to be sealed by Rotax engine builders.

- b) The regional promotor will nominate the oils in the event SR's prior to each WC Regional Karting Championship event.

5. **TYRES**

- 5.1 Brand and compound – as per the 2022 MSA National Karting Regulations.

As envisaged in Article 1 c) of the 2022 MSA National Karting Technical Regulations, the MSA Karting Management Group has approved the following deviations:

CLASS	SLICK	WET
Bambino	Mojo C2	Mojo W2 / W3 / W5
Micro Max	Mojo C2	Mojo W2 / W3 / W5
Mini Max	Mojo C2	Mojo W2 / W3 / W5
Junior Max	Mojo D5	Mojo W2 / W3 / W5
Senior Max	Mojo D5	Mojo W2 / W3 / W5
DD2 / DD2 Masters	Mojo D5	Mojo W2 / W3 / W5

- 5.2 For all events forming part of the WC Regional Karting Championship, competitors may elect to use new or used tyres for the event.
- 5.3 Only 1 set of new or used tyres are allowed from the start of qualifying for each of the Regional Championship events.
- 5.5 The number of tyres used may be changed at the discretion of the Controllers for a particular class or classes being raced.
- 5.6 Wet weather tyres for all ROK classes will be as per the 2022 MSA Karting Technical Regulations. For Rotax classes refer to table in 5.1 above.

6. **NOSE CONES**

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

7. **MINIMUM NUMBER OF STARTERS**

- 7.1 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 7.2 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.
- 7.2 Definition of a “Starter”: To be classified as a STARTER, a competitor has to cross the start line and activate the timing system.

7.3 Competitors are required to complete at least three (3) continuous practice laps prior to racing – Refer to Section I, Article 23 b) of the 2022 MSA National Karting Regulations. Organisers are to ensure that the required information is on the results sheets to enable this to be determined.

8. RACE DISTANCE

Qualifying races shall be run over the following distances:

Bambino / Kid Rok	Minimum of 6 laps – Maximum of 8 laps
Micro Max / Mini Max / Mini Rok	Minimum of 10 laps - Maximum of 12 laps
Jnr Max / Snr Max / DD2 / DD2 Masters / ROK OKJ / KZ2	Minimum of 15 laps - Maximum of 20 laps

9. STARTING PROCEDURE

Starting procedures as per 2022 MSA National Karting Regulations or as per the SR's for each event.

10. 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 2022 MSA National Karting Regulations unless otherwise specified in the SR's for each event.

11. 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.

11.1 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.

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.

- 11.2 Drivers 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.
- 11.3 Competing drivers 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 clause apply.
- 11.4 Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive the points they would have been awarded had they competed in their appropriate classes.
- 11.5 A competitor, who has come under starter's orders but fails to qualify as a finisher:
- a) For all Rok classes will score last place less 2 places.
 - b) For all Rotax classes shall be awarded five (5) points less than the last finisher with a minimum of 0 points.
- 11.6 Definition of a "Finisher": To be classified as a FINISHER, a competitor has to have completed 67% of the race distance rounded down to the nearest whole number of laps.

12. CHAMPIONSHIP RACE MEETINGS

There will be a minimum of six (6) events and a maximum of eight (8) events, each event will generally consist of 3 races.

13. NUMBER OF RACES SCORING TOWARDS CHAMPIONSHIP

- 13.1 All races in all qualifying events will score towards the Championship. The best 21 race scores will count towards the Championship, i.e.: where more than 21 races are run, the competitor will drop his/her worst race result scores, including any 0 (zero point) score from a race not entered or participated in, but excluding any score resulting from an exclusion from a race or an event.
- 13.2 In the event of any class or classes not qualifying for a minimum of 18 races (or as subsequently modified by a MSA Circular) then such class will no longer be eligible for Regional Championship status.

14. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each 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.

15. SEPARATION OF TIES OVERALL

A tie will be resolved in favour of the competitor having the greatest number of race wins, then seconds then thirds etc. If the tie is not resolved then the competitor with the highest score for the last race in the Championship series, shall be declared the winner. If this is not effective, the Motorsport South Africa Western Cape Regional Committee shall declare the winner on any basis it may deem fit.

16. DECLARATION OF CHAMPIONS

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

17. COMPETITION NUMBERS

As per 2022 MSA National Karting Regulations, Section H, Article 22. Racing Numbers 1 – 10 will be reserved for the top ten finishers in the previous year's SA Championship for the particular class. All racing numbers shall be allocated by, and be obtained from, MSA Head Office.

18. AMALGAMATION OF CLASSES

18.1 DD2 and DD2 Masters:

- a) DD2 and DD2 Masters will qualify together and the grid for 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. ~~being eligible to score points to qualify for Regional Championship status.~~ **Both these classes, so scored, will be eligible to qualify for Regional Championship status.**

18.2 Amalgamation of other classes:

- a) As provided for in the 2022 MSA Karting regulations
- b) Will qualify together and the grid for heat 1 will be determined by qualifying times from fastest to slowest regardless of class.
- c) A competitor, who fails to set a qualifying time, will start at the back of the grid irrespective of his/her class.
- d) Should a competitor be instructed to start at the back of the grid, that would be deemed to be behind the last kart of his/her specific class.

18.3 Bambino C50 and C52 to run together:

- a) Class C50/ Baby Kart
Only the C50 engine and Baby Kart chassis. Competitors in this class may upgrade at any time to the C52 class and take their points with them. Applicable to 2022 ONLY.
- b) Class C52/Blue Boy
Only the C52 engine and Blue Boy chassis. Competitors may NOT swop back to the C50 class.
- c) C50 and C52 will qualify together and the grid for heat 1 is determined by the qualifying times from fastest to slowest regardless of class.
- d) A competitor, who fails to set a qualifying time, will start at the back of the grid irrespective of his/her class.
- e) C50 and C52 scoring when combined will be "class within a class" - so all are scored first as C52 and then re-scored with only the ~~C52~~ C50 competitors. ~~being eligible to score points to qualify for Regional Championship status.~~ **Both these classes, so scored, will be eligible to qualify for Regional Championship status.**

19. SOCIAL MEDIA / CODE OF CONDUCT

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.