



REGULATIONS AND SPECIFICATIONS FOR THE 2017 WPMC SHORT CIRCUIT MOTORCYCLE SUPERMOTARD CLUB CHAMPIONSHIP

1. **CONTROLLERS** Will be the Western Province Short Circuit Committee
2. **AIM OF THE CHAMPIONSHIP:** To declare a 2017 Club Champion, for SUPERMOTARD Short Circuit Motorcycles.
3. **VALIDITY OF THE REGULATIONS:** Applicable to the calendar year of 2017

4. **REGULATIONS:** All qualifying events shall be held under the General Competition Rules and Standing Supplementary Regulations of MSA, these Standing Regulations and the Supplementary Regulations or any circulars issued by the Promoters. Repeating certain sections of the MSA hand book, is done for emphasis. It does not mean that other sections need not be adhered to.

5. **CLASSES:**

Standard Class : See Motor Specifications Categories below

Modified Class : See Motor Specifications Categories below

6. **ELIGIBILITY OF RIDERS:**

The age of the rider is determined as at 1 January of the current year. The original birth certificate or certified copy thereof shall be produced when applying for a new competition licence.

5.1 The Championship shall be open to all riders resident with the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.

5.2 The SuperMotard – Standard and Modified Class shall be open to riders 16 years and older OR at the discretion of the Controllers.

6. ELIGIBILITY OF MOTORCYCLES

The Championship will be open to all Short Circuit SuperMotard machines which comply with MSA Rules, Regulations and Specifications. Compliance with one of the below motor specification categories is mandatory.

6.1. STANDARD CLASS SPECIFICATIONS :

Single cylinder **four stroke motors** with a maximum of 450cc, Road-based or Competition-based mass production Enduro, Supermotard or MX machines only and **two stroke motors**, Road-based or Competition-based (mass production Enduro, Supermotard or MX machines only) with a minimum capacity of 80cc and a maximum capacity of 250cc. No GP or Kart motors or parts thereof allowed.

- a) No higher compression piston than manufacturer specifications
- b) No hot cams
- c) EFI Model bikes may not have their ECU flashed at all.
- d) Original frames, sub-frames and swing arms are required as supplied by manufacturer. Head is standard as supplied by factory. Engine cases are standard as supplied by factory.
- e) No triple clamp upgrades must standard as supplied by factory.
- f) No quickshifter allowed
- g) 400cc four strokes can run modifications subject to class approval/vote.

6.2. CAMSHAFT: The Camshaft/s must remain standard. No Material may be added or removed from the camshafts.

6.3. CRANKSHAFT ASSEMBLY: The crankshaft assembly must stay standard. No material may be removed from the crankshaft assembly.

6.4. CARBURETOR: Standard manufacturer factory fitted carbs only, may be re-jetted.

6.5. AIR BOX: Air boxes may be modified or removed. Fresh Air or Ram Air induction is allowed. No Forced Air (mechanical, electrical or any other means) Induction is allowed. Air Filters may be replaced with aftermarket filters or removed.

6.6. EXHAUST SYSTEMS

- a) Exhaust systems are unrestricted in all categories.
- b) Motorcycles may not exceed the noise level of 108 db, measured in accordance with the MSA regulations.

6.7. GEARBOX: The Gearbox must remain standard. Gearing can be changed by means of the chain sprockets only.

6.8. CLUTCH: The clutch must remain standard. No aftermarket slipper clutches may be installed unless standard from the manufacturer, however, if an upgrade to the exhaust system is also made to a bike with a standard factory slipper clutch it will automatically fall into the Modified category.

6.9. COATINGS: No performance enhancing coatings whatsoever may be applied to any of the internal or external parts of the motor.

6.10. TYRES: Tyres and Tyre warmers are unrestricted in all classes. Additional tread grooves, cuts, etc. are allowed on the front and/or back tyres.

6.11. RIMS: No carbon fibre rims allowed.

6.12 BRAKES: Brakes may be upgraded to Road based systems which include rotors and callipers.

6.13. SUSPENSION: Suspension externals must remain standard. Springs may be up rated. Thicker Oil may be used and addition shims plates may be added to slow down the travel of the suspension.

6.15. OTHER: Anything not specifically mentioned above will fall under "OTHER" criteria. All equipment must be as per standard equipment on relevant chassis/motor configurations.

7.1 MODIFIED CLASS SPECIFICATIONS:

Single cylinder **four stroke motors** with a maximum capacity of 690cc, two or four valve mass production Enduro, Supermotard or MX machines only . **Two stroke motors**, Road-based or Competition-based with a minimum capacity of 250cc and a maximum capacity of 300cc. Road-based or Competition-based mass production Enduro, Supermotard or MX machines only. The modified class is NOT restricted in the following areas of upgrades.

- a) High compression piston
- b) Hot cams
- c) Triple clamp
- d) Quickshiffters

7.2. CAMSHAFT: May be modified

7.3. CRANKSHAFT ASSEMBLY: May be modified

7.4. CARBURETOR: Any form of mass production (homologated) carburettors may be used.

7.5. AIR BOX: Air boxes may be modified or removed. Fresh Air or Ram Air induction is allowed. No Forced Air (mechanical, electrical or any other means) Induction is allowed. Air Filters may be replaced with aftermarket filters or removed.

7.6. EXHAUST SYSTEMS

- a) Exhaust systems are unrestricted in all categories.
- b) Motorcycles may not exceed the noise level of 108 db, measured in accordance with the MSA regulations.

7.7. GEARBOX: May be modified

7.8. CLUTCH: Slipper clutches are allowed

7.9. COATINGS: Performance enhancing coatings may be applied to any of the internal or external parts of the motor.

7.10. TYRES: Tyres and Tyre warmers are unrestricted in all classes. Additional tread groves, cuts, etc. are allowed on the front and/or back tyres.

7.11. RIMS: No carbon fibre rims allowed.

7.12 BRAKES: Brakes may be upgraded to Road based systems which include rotors and callipers.

7.13. SUSPENSION: Suspension externals and internals may be modified

7.15. OTHER: Anything not specifically mentioned above will fall under "OTHER" criteria. All equipment must be as per standard equipment on relevant chassis/motor configurations.

8. RACE DISTANCE:

All classes to run 3 heats to count towards the Club Championship. Race distance to be covered will be a minimum of 8 laps unless otherwise specified in Supplementary Rules and Regulations.

9. MINIMUM STARTERS AND POINT SCORING:

There shall be no less than 6 starters in the first heat of an event, for the heats of that event to count towards the Championship. Points towards the Championship will be scored per heat - all to count and on the following basis:

Standard Class

1st - 15 points
2nd - 12 points
3rd - 10 points
4th - 9 points
5th - 8 points
6th - 7 points
7th - 6 points
8th - 5 points
9th - 4 points
10th - 3 points
11th - 2 points
12th - 1 point

Modified Class

1st - 15 points
2nd - 12 points
3rd - 10 points
4th - 9 points
5th - 8 points
6th - 7 points
7th - 6 points
8th - 5 points
9th - 4 points
10th - 3 points
11th - 2 points
12th - 1 point

10. GRID POSITIONS:

Grid positions will be determined by qualifying times on the day. The starting grid will be made up of riders positioned three abreast or staggered formation. This may, however be altered by the Clerk of the Course, after taking into consideration the circuit and conditions of the day.

11. STARTING PROCEDURE:

Riders will be lined up in their respective grid positions in the pre-race paddock. After completing the warm-up lap(s) as indicated, motorcycles will form on the starting grid directly with engines running. When the starter marshal is satisfied that the starting grid is properly made up, he/she will switch on the red light or raise the flag. The race will start by the dropping of the flag or by the red lights switching off.

12. FUEL Refer GCR 240

13. SCRUTINEERING:

a) Motorcycles must be presented for scrutineering in a clean condition and ready to race together with approved helmet (DOUBLE- D CLIP), leather suit, leather boots and leather gloves, all in good condition.

b) No open ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity, firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of the race.

c) Gearbox, engine drain plug, oil filter bolts and brake system bolts must be wired locked.

d) If a Motorcycle has been involved in an accident or is dropped, the motorcycle must be presented to the scrutineers to make sure the motorcycle is still compliant with the regulations.

e) At any time during an event, any motorcycle may be examined for compliance with the Regulations.

14. COMPETITION NUMBERS:

Competition Numbers must be displayed in accordance with MSA GCR's, SR's and applicable Bulletins issued by MSA, in ALL regards

15. SEPARATION OF A TIE:

A tie will be resolved in favour of the competitor having the greater number of First Places on the relevant race day. If a tie is not resolved then the greater number of seconds will count, failing this, thirds and so on. If a tie still remains, THE CONTROLLERS shall declare the winner on any basis it may deem fit.

16. AMENDMENTS:

The controllers reserve the right, without prior notice, to introduce new Regulations and/or amend the existing Regulations.

17. GCR's, SSR's AND ANY CIRCULARS:

The above Regulations covering motorcycle racing must also be read and understood. ANY CHANGES, ALTERATIONS OR MODIFICATIONS NOT COVERED OR PROVIDED FOR IN THESE REGULATIONS AND SPECIFICATIONS WILL BE DEEMED ILLEGAL, UNLESS APPROVED BY THE COMMITTEE.